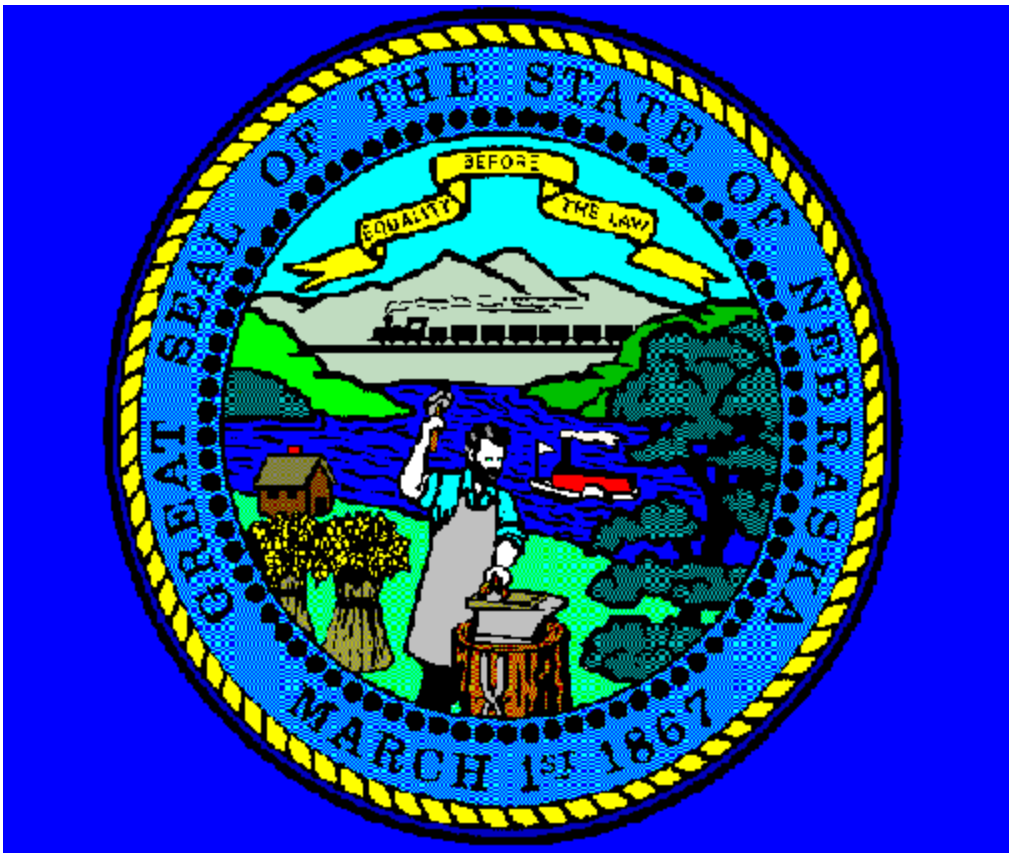
Nebraska ITS/CVO Business Plan



Nebraska Department of Motor Vehicles
Nebraska Department of Roads
Nebraska State Patrol Carrier Enforcement Division
Nebraska Motor Carrier Association

August 1998

Nebraska ITS/CVO Business Plan
Table of Contents

Nebraska ITS/CVO Business Plan

- Executive Summary
- Introduction
- Overview of the Business Planning Process
- Description of the State
  Current State CVO Program
  Economic and Political Characteristics
  Issues and Opportunities
- Strategic Overview
  Mission Statement
  Guiding Principles
  Goals and Objectives
- Program Summary
  Business Plan Structure
  Description of Projects
  Ranking of Projects
- Organization and Management Approach
  Stakeholders / Agency Responsible
  Deployment Scheduling
  Costs, and Funding Sources
- Contact Names
- Appendixes

NEBRASKA ITS/CVO MISSION STATEMENT

We provide and maintain, in cooperation with public and private organizations, a safe, efficient, affordable and coordinated statewide transportation system for the movement of people and goods.

NEBRASKA ITS/CVO VISION STATEMENT

Nebraska's citizens, businesses, and visitors will benefit from the application of ITS to the state's transportation system. ITS will become fully integrated into Nebraska's transportation strategies for the enhancement of safety, mobility, communication, and economic vitality, for the protection of the natural environment, and for the deployment of sustainable resources.

▸ Executive Summary

The Intelligent Transportation Systems (ITS)/Commercial Vehicle Operation(CVO) program has been designed to identify, analyze, test, and implement new and existing technologies aimed at improving safety, increasing efficiency, and cutting transportation costs throughout North America. The Federal Highway Administrations (FHWA) ITS/CVO Division is the lead agency and directly responsible for oversight of this program. As a participant in the Midwest Region Mainstreaming Program, Nebraska is developing this business plan for the deployment of ITS technologies.

The Nebraska ITS/CVO Business Plan is as much a process as it is a document. It is intended to guide Nebraska into a statewide ITS/CVO program that focuses on urban and rural areas in Nebraska. The Plan suggests an approach for the development and support of specific ITS/CVO projects or project concepts. The approach is very flexible and recognizes both that ITS/CVO deployment will be staged both geographically and over time. The purpose of the Nebraska ITS/CVO (Intelligent Transportation System/Commercial Vehicle Operations) project is to develop coordinated, efficient, safe commercial vehicle operations throughout Nebraska, and initiate steps toward regional coordination and cooperation in CVO activities and ITS/CVO deployment.

Nebraska's ITS/CVO Business plan for Mainstreaming and improving Motor Carrier Customer Service in Nebraska is a cooperative effort between, **Nebraska Department of Motor Vehicles, Nebraska State Patrol Carrier Enforcement Division, Nebraska Department of Roads, Nebraska Public Service Commission, and the Nebraska Motor Carrier Association. This working group will continue to meet and use this publication as a working document modifications, additions, deletions, and improvements to its content can and will occur.**

Customer Service Commitment:

Our commitment to customer service will help us to develop the ITS/CVO technologies and incorporate them into our business process.

Public/Private Partnerships for CVO:

Nebraska is working closely with State and Federal agencies, and the Motor Carrier Industry to successfully implement the ITS/CVO initiatives. The ITS/CVO working group has the full support for this initiative from the Nebraska Motor Carriers Association.

Cooperation at Regional and National Levels:

Nebraska has a history of working with other states and CVO related organizations. Nebraska is an active member of the Commercial Vehicle Safety Alliance (CVSA), Nebraska Motor Carrier Association (NMCA), IRP Inc., American Association of Motor Vehicle Administrators (AAMVA), International Association of Chiefs of Police (IACP), The American Trucking Association (ATA), and IFTA Inc..

Project Management:

The lead agency will work closely with the other agencies and stake holders to insure successful implementation of the Nebraska ITS/CVO program. The ITS/CVO working group will work together and meet as needed to keep the various ITS/CVO initiatives implemented on schedule and as planned. The funding to deploy this cooperative effort is dependant upon agency budget planned expenses, upgrade initiatives, Federal Highway supplemental grants, and new technology acquisition initiatives by private industry to utilize the ITS technologies to increase their safety and efficiency.

CVISN Participation & Evaluation Process:

The State of Nebraska ITS/CVO Work Group believes that participation in the Commercial Vehicle Information Systems and Networks (CVISN) Model Deployment Program will help the state to achieve management and productivity goals that have been established during recent years. Nebraska will participate in the evaluation process and the CVISN model deployment following the two-year operational test. Nebraska will provide the data required for the rigorous, independent evaluation of the CVISN model deployment. Nebraska believes that this evaluation will lead to a more successful deployment of ITS/CVO technologies throughout the United States and better service to our motor carrier customers.

CVISN Initiative

The ITS/CVO program is investing in the development of the technical infrastructure that will support the widespread deployment of ITS/CVO services. The Commercial Vehicle Information Systems and Networks (CVISN) initiative is developing a blueprint for a national CVO architecture and a framework for future cooperation and growth. Through the CVISN, the ITS/CVO program is developing the following:

- Standards, protocols, and unique identifiers to facilitate the electronic data interchange and vehicle-to-roadside communication capabilities that enable most ITS/CVO services.
- Interstate clearinghouses for vehicle registration, fuel tax administration, hazardous materials permits, and other credentials.
- The SAFER system to provide a much-needed link between existing and planned motor carrier safety information systems.

The CVISN will create a way for existing and new systems to exchange information electronically through the use of standards and commercially available communications systems.

The CVISN will provide a fully integrated collection of commercial vehicle information systems operated by the states, the FHWA, carriers, and other stakeholders. Its central vision is that by the year 2005, the vast majority of CVO business transactions will be handled electronically.

The CVISN project is developing a blueprint for a national CVO architecture, which will provide the framework necessary for cooperation and growth. The objective of the CVISN Model Deployment initiative is to move the CVISN architecture from the concept stage into operation. It is intended to be a cooperative effort of the FHWA, states, government and industry associations, and motor carriers. The scope of the pilot will include the following activities:

- Development of the CVISN core infrastructure, which refers to a collection of planned or operational multi-stage information systems, including the Commercial Driver's License Information System (CDLIS); SAFER; and multi-stage clearinghouses for vehicle registration, fuel tax administration, and other credentials. Through the pilot, these systems will be brought into compliance with the CVISN architecture and standards.
- Participation of eight pilot states (in addition to the two prototype states, Maryland and Virginia) that are committed to enhancing internal information systems and implementing applicable ITS/CVO services in a manner consistent with the CVISN architecture.
- Involvement of representative carriers from each pilot state in planning, implementation, and operation.
- Development of formal standards for electronic data interchange and dedicated short-range communication.
- Demonstration of the synergistic effects of providing integrated ITS/CVO services.
- Preparation for full nationwide deployment of the CVISN.

Nebraska recognizes that the CVISN pilot program will be a critical step for Nebraska as we join in the nationwide deployment of ITS/CVO capabilities. As a non-CVISN state we are developing our ITS/CVO Applications to have the necessary flexibility required to integrate with all future CVISN initiatives.

▸ Introduction

The U.S. Department of Transportation estimates that highway traffic volumes grew by more than 30 percent over the past decade and will grow by 50 percent during the next generation. To assist in the management of this projected growth, transportation planners are turning to Intelligent Transportation Systems (ITS) to better manage traffic and transit resources, increase the capabilities of the nation's highways, enhance safety, and more efficiently administer border clearance, tax collection, safety inspection, log maintenance, licensing and vehicle registration.

ITS is the marriage of telecommunications, computer and information technologies. Applications of ITS technology include computerized traffic signal systems, traffic management systems, satellite vehicle tracking systems, electronic toll collection, electronic weigh in motion and safety inspection of commercial vehicles, automatic container tracking systems, in-vehicle route guidance devices, emergency and incident response systems.

Until recently, state transportation planners had little room within federal funding formulas to apply federal grants toward the purchase and deployment of advanced transportation technologies. A shift in the way that transportation is funded in this country occurred when, in 1991, President Bush signed into law the Inter-modal Surface Transportation Efficiency Act (ISTEA). This act urged states to deploy new ITS technologies to help them meet Clean Air Act, Americans with Disabilities Act, and other legislated mandates. ISTEA comes up for re-authorization in 1998.

Building upon the lessons and experiences of state transportation planners under ISTEA, President Clinton signed into law legislation designating a National Highway System (NHS). Among its many provisions, the NHS legislation provides a "toolbox" of funding mechanisms that will give state policy makers and planners flexibility in developing their ITS programs.

The Intelligent Transportation Systems (ITS)/Commercial Vehicle Operation(CVO) program has been designed to identify, analyze, test, and implement new and existing technologies aimed at improving safety, increasing efficiency, and cutting transportation costs throughout North America. The Federal Highway Administrations (FHWA) ITS/CVO Division is the lead agency and directly responsible for oversight of this program. As a participant in the Midwest Region Mainstreaming Program, Nebraska is developing this business plan for the deployment of ITS technologies.

The Nebraska ITS/CVO Business Plan is as much a process as it is a document. It is intended to guide Nebraska into a statewide ITS/CVO program that focuses on urban and rural areas in Nebraska. The Plan suggests an approach for the development and support of specific ITS/CVO projects or project concepts. The approach is very flexible and recognizes both that ITS/CVO deployment will be staged both geographically and over time. The purpose of the Nebraska ITS/CVO (Intelligent Transportation System/Commercial Vehicle Operations) project is to develop coordinated, efficient, safe commercial vehicle operations throughout Nebraska, and initiate steps toward regional coordination and cooperation in CVO activities and ITS/CVO deployment.

Nebraska's ITS/CVO Business plan for Mainstreaming and improving Motor Carrier Customer Service in Nebraska is a cooperative effort between Nebraska Department of Motor Vehicles, Nebraska State Patrol Carrier Enforcement Division, Nebraska Department of Roads, Nebraska Public Service Commission, and the Nebraska Motor Carrier Association. The technology applications for Nebraska's ITS/CVO Business Plan are as follows:

Commercial Vehicle Electronic Clearance

Automated Roadside Safety Inspection

Onboard Safety Monitoring

Commercial Vehicle Administrative Processes

Hazardous Materials Incident Response

Freight Mobility

Leadership on ITS/CVO Issues

Nebraska has been actively involved with ITS/CVO issues since the ISTEA Bill passed in 1991.

The Nebraska Department of Motor Vehicles (DMV) has improved its service to motor carriers by establishing a One Stop Shopping location. The DMV is responsible for issuance of CDL's, IFTA, IRP, and OS/OW Permits. Operating Authority and Financial Responsibility of motor carriers are reviewed and approved by the Motor Carrier Services Division of DMV. The DMV also Audits motor carrier records to insure compliance with IRP and IFTA guidelines. The One Stop Shop initiative provided for the creation of an Industry Advisory Council. The council is comprised of: for hire carriers, less than truck load carriers, private carriers, shippers, and the public. The purpose of the council is to advise to the Director of DMV and administration of Motor Carrier Services on issues related to the Motor Carrier Industry.

The Nebraska State Patrol, Carrier Enforcement Division uses (SAFETY NET) to track and record carrier safety and fitness records. Compliance Reviews are recorded and tracked

by CAPRI. Portable inspection units are equipped with pen based touch screen computers using the ASPEN inspection software, Motor Carrier Regulation Information System (MCREGIS), Inspection Selection System(ISS) and eventually SAFER software. The availability of safety information at roadside will support Nebraska's safety strategy that helps to focus on high risk carriers.

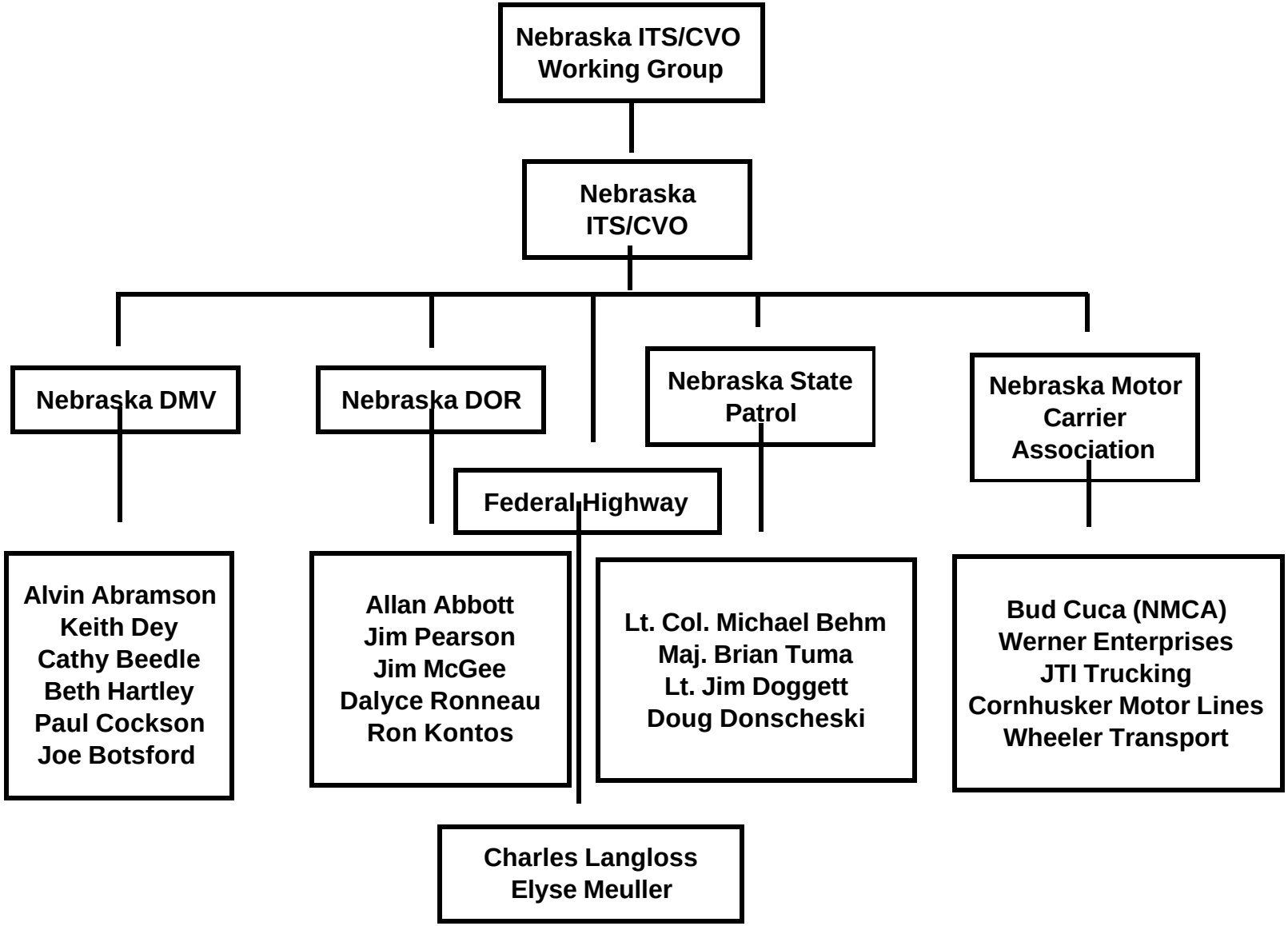
State Agencies involved with CVO enforcement and credentialing including, Nebraska State Patrol Carrier Enforcement Division(NSP CE Div), Nebraska Department of Roads (NDOR), Nebraska Department of Motor Vehicles (DMV), and Nebraska Public Service Commission (NPSC), work closely with the Nebraska Motor Carriers Association (NMCA). Nebraska credentialing and enforcement agency representatives participate in meetings hosted by the NMCA allowing these agencies and motor carries to gain current information about any changes that may have occurred in state and federal regulations or are about to be implemented.

ITS/CVO Business Plan Working Group & Stakeholders

Each agency in Nebraska involved in the regulation and enforcement of commercial vehicle operations has developed a plan of actions that will be taken to improve the efficiency of operations. These business plans cover the following major areas:

The Nebraska Motor Carrier Association has no formal ITS/CVO plan. They do however, provide input and direction as a member of Nebraska's ITS/CVO working group. The NMCA has provided direction on ITS/CVO issues based on cost/benefit information from Nebraska based carriers and the American Transportation Association Inc. research studies. A copy of the ATA Inc.'s ITS/CVO Qualitative Benefit/Cost Analysis Executive Summary is provided in this document as an appendix for reference.

Nebraska Motor Carrier Association (NMCA)
Nebraska State Patrol Carrier Enforcement Division (NSP CE Div)
Enforcement and Weigh Station Business Plan (NSP CE Div)
Department of Roads ITS/CVO Plan (NDOR)
Interstate / Intrastate Motor Carrier Safety Compliance (ICO)
International Registration Plan (IRP)
International Fuel Tax Agreement (IFTA)
Oversize / Overweight (OS/OW)
Financial Responsibility (FR)
Federal Highway Administration Office of Motor Carriers (FHWA-OMC)


Nebraska ITS/CVO Working Group
Nebraska ITS/CVO
Nebraska DMV
Nebraska DOR
Federal Highway
Nebraska State Patrol
Nebraska Motor Carrier Association
Alvin Abramson
Keith Dey
Cathy Beedle
Beth Hartley
Paul Cockson
Joe Botsford
Allan Abbott
Jim Pearson
Jim McGee
Dalyce Ronneau
Ron Kontos
Lt. Col. Michael Behm
Maj. Brian Tuma
Lt. Jim Doggett
Doug Donscheski
Bud Cuca (NMCA)
Werner Enterprises
JTI Trucking
Cornhusker Motor Lines
Wheeler Transport
Charles Langloss
Elyse Meuller

▸ Overview of the Business Planning Process

The purpose of the State ITS/CVO Business Plan is to develop coordinated, efficient, safe commercial vehicle operations throughout the state, and initiate steps towards regional coordination and cooperation in CVO activities and ITS/CVO project deployment.

This Business Plan was organized and developed through a cooperative effort between, Nebraska Department of Motor Vehicles, Nebraska State Patrol Carrier Enforcement Division, Nebraska Department of Roads, Nebraska Public Service Commission, and the Nebraska Motor Carrier Association.

The development of this Business Plan was supported by a grant from the FHWA ITS/CVO Mainstreaming funds and a state match provided by the state agencies.

In Phase I, a Steering Committee was established to develop a strategic view for the ITS/CVO Business Plan. (January 1997)

In Phase II, input from a broad range of state motor carrier agencies and motor carrier industry was solicited through individual interviews to identify problems in current CVO processes and potential solutions. (February - April 1997)

In Phase III, specific projects were designed based on the recommendations of the Steering Committee in Phase I and the findings from the data analysis in Phase II. In addition, the roles and responsibilities for implementation of the Business Plan were identified and assigned. (May - June 1997)

In Phase IV, a written report was prepared summarizing the Business Plan. (July - December 1997)

In Phase V, the states working group will meet no less than quarterly to provide activity updates and discuss future activities. As projects and elements of projects are completed GANT charts and other tables relating to progress will be updated to reflect progress.

▸ Description of the State

Nebraska's location within the United States on Interstate 80 is considered a major link between east and west coasts. The state has 1,178,880 licensed drivers and 1,786,539 registered vehicles. During 1996, a total of more than 16 billion miles were driven on Nebraska's 95,924 miles of local, state, and federal roadway system.(Based on Nebraska Department of Roads statistics as of 3/96) The traffic fatality rate for Nebraska was 1.8 fatalities per 100 million vehicles driven. Nebraska has implemented a One-Stop shop for commercial vehicle credentialing. The state has also implemented a new computer program that helps with IRP, IFTA, and Oversize & Overweight permits. Nebraska participated as a pilot state in the One-Stop credentialing project and continues to refine and improve the service delivered to commercial vehicle customers.

See ITS/CVO Flow Chart (Next Page)

▸ Current State CVO Program

Currently, the State requires each motor carrier to register for several different credentials including: registration, fuel tax, IRP, IFTA, and non-standard load permits.

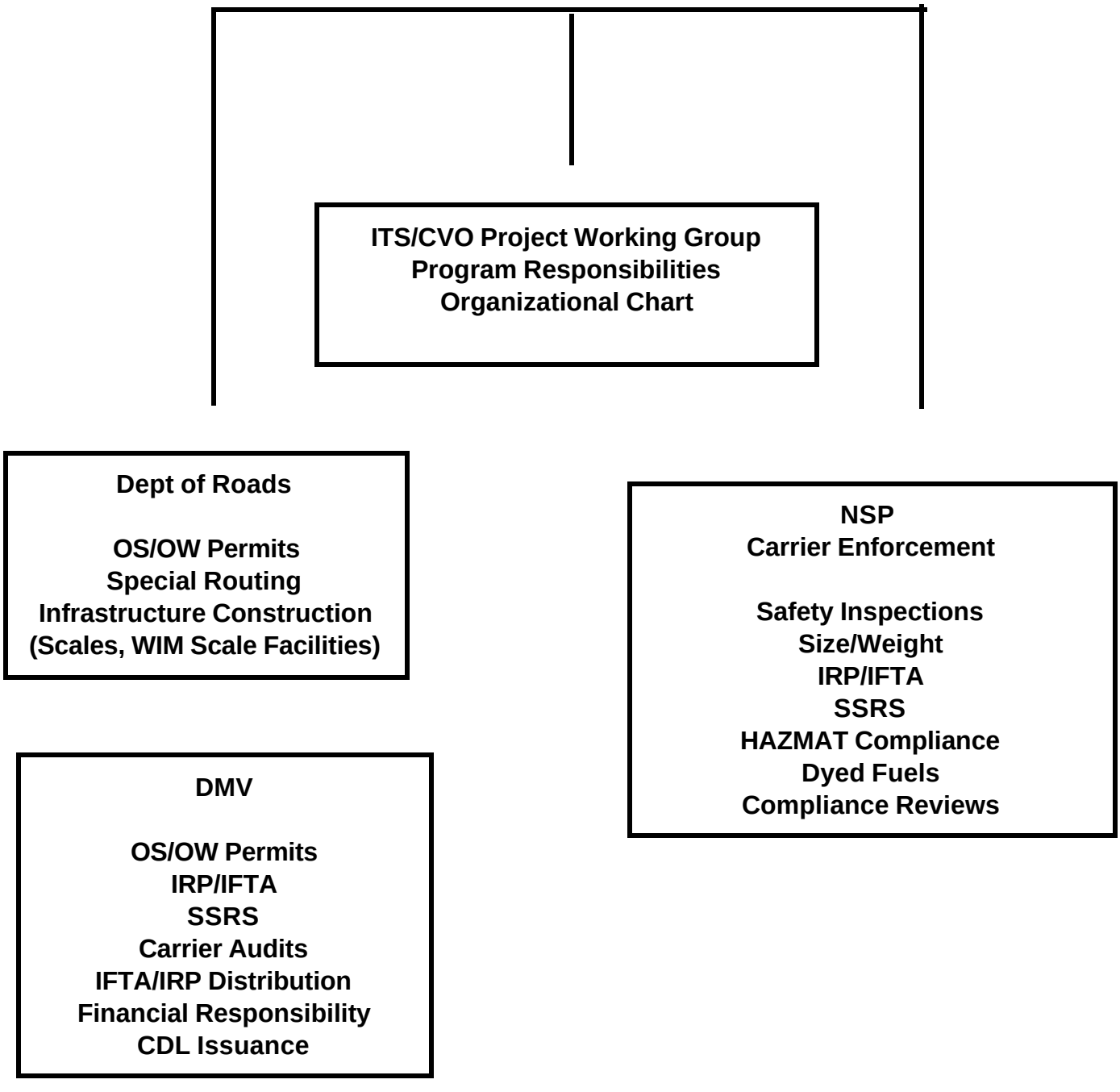
The ITS/CVO working group is working together on project that will link driver and vehicle data. The State agencies that have direct contact with carriers have benefitted from a One-stop approach for payment of fees and issuance of operating permits. This transition also helped to unite what was previously two separate data bases unable to communicate with each other. Currently the Motor Carrier Services Division of the Department of Motor Vehicles is able to access both IFTA and IRP data thanks to the One-Stop shop pilot initiative.

The NDOR, NSP, and DMV are working together on electronic clearance of vehicles and weigh in motion devices that will help Carrier Enforcement officials concentrate their efforts on vehicles with marginal or poor safety records. The first WIM (Weigh In Motion) scale became operational in April 1998 at the North Platte on I-80 Eastbound.

Economic and Political Characteristics

Nebraska has an economic base in agriculture and also is a major participant in the trucking industry. The Motor Carrier Services division of DMV collected $50,877,213.00 in fees from its 3,200 registered carriers and distributed back $31,620,746.00 to states participating in IRP agreement. Nebraska has 29,496 registered power units and 53,609 trailer units. The number of registered buses is 1,068. Since Governor E. Benjamin Nelson called for the establishment of a Motor Carrier Advisory Board the industry and political support for change and improvement has been a cooperative effort and had a positive impact

on ITS/CVO initiatives to improve service delivery in Nebraska. Nebraska is the home of this nations only one house legislature the Nebraska Unicameral. This type of legislative arrangement allows for faster passage of introduced legislation because it only has to pass one house. The Governor of Nebraska has line item veto authority on all legislation passed by the Unicameral Legislature.



▸ Issues and Opportunities

The implementation of the Nebraska ITS/CVO Business Plan is a process that allows for changes and revisions as necessary. The normal cycle of a business plan allows for Planning, organizing, staffing, bench marking, implementation evaluation, revision, and review.

Table 1

CVO Issues	ITS Opportunities
Global Economic changes pressure motor carriers to reduce costs, improve delivery time, and enhance customer service	● Improve the safety and reliability of freight transportation ● Reduce congestion costs ● Reduce regulatory compliance costs
Enforcement activities cannot completely assure highway safety or regulatory compliance	● Target resources on high-risk carriers, vehicles, and drivers ● Strengthen mobile enforcement capabilities ● Improve efficiency at weigh stations and border crossings ● Design and implement an automated permit system with routing capabilities
Complex and redundant regulatory procedures raise the cost of doing business for agencies and carriers	● Simplify interactions between carriers and public agencies ● Modernize internal operations of agencies ● streamline interstate data and funds exchange
Highway safety concerns when commercial vehicles are backed up at State Weigh Scale facilities	● Utilize AVI technology at scale facilities for electronic clearance of safe carriers ● Install Weigh-In-Motion scales at selected interstate sites
Governmental agencies need to share and exchange data concerning IFTA, IRP, Safety, Vehicle Registration, and Driver Licensing.	● Design and convert data bases that can be accessed by regulatory and enforcement personnel ● Allow networking between state agencies and other regulatory authorities

ITS/CVO initiatives provide opportunities to address critical problems facing the trucking and bus industries, as well as the state and Federal agencies that regulate them, and offer solutions.

- **Issue** - Current enforcement activities cannot completely assure either the safety of the nation's highways or the compliance of motor carriers with weight credentials regulations.
  - Safety assurance activities are not targeted consistently on those carriers, drivers, and vehicles who pose the greatest risk to motorists because roadside officials often lack timely access to information on a carrier's safety performance record.
  - Noncompliant carriers can evade the weigh stations and other fixed sites where the majority of inspections occur.
  - Congestion and delays at weigh stations and border crossings penalize compliant carriers unnecessarily because current procedures require that all vehicles stop for inspection.

- **Opportunity**- ITS/CVO services can improve the efficiency and effectiveness of enforcement and safety assurance procedures.
  - Information systems can provide timely access to carrier safety data, as well as decision-making tools to enable enforcement personnel to target their resources on high risk-carriers.
  - Portable inspection systems and vehicle identification technologies can make mobile enforcement more productive.
  - Automated vehicle screening technologies can enable safe and legal carriers to travel across multiple states with no more than a single stop.

- **Issue** - Complex and often redundant procedures increase the cost of doing business for both states and carriers. This problem is significant because motor carrier regulation is big business, generating $20 billion in annual revenues for the states and Federal government.
  - Each state has a unique regulatory system in which responsibility for motor carrier regulation typically is divided among five or six agencies. Carriers must comply with the regulation of each state in which they operate.
  - Regulatory agencies have lagged behind other industries in modernizing their operations.
  - Interstate data and funds exchange often are cumbersome and inefficient.

- **Opportunity** - ITS/CVO services can reduce the cost of administrative effort associated with motor carrier regulation.
  - Base-state agreements and "one-stop shopping" systems can simplify motor carriers' compliance efforts.
  - Increased use of computers and information systems can streamline the internal operations of regulatory agencies.
  - The development of multi state clearinghouses and information networks can enhance interstate data and funds exchange.

- **Issue** - Today's global economy demands changes in the ways that transportation is consumed and delivered. Transportation providers, including those in the trucking and bus industries, are facing pressures to reduce costs and pay more attention to delivery time and customer service. The states have and interest in the health of the motor carrier industry because trucking is the nation's dominant form of goods movement.

- **Opportunity**- ITS/CVO services can improve the productivity of motor carrier operations, contributing to greater economic competitiveness.
  - Motor Carriers are investing in new technology to reduce the cost and improve the reliability of long-distance freight transportation; assure the safety of drivers, vehicles, and cargo; and streamline internal business management practices.
  - Traffic management systems can reduce congestion delays for motor carriers, decreasing the cost of delivering goods.
  - Efforts to streamline regulatory processes and procedures can reduce compliance costs for motor carriers.

- **Issue** - Highway safety is a priority in Nebraska and accidents have occurred when trucks waiting to be weighed have lined up to the point where they we stopped on the interstate. This is extremely dangerous due to the stopped vehicles being on the main traffic-way.

- **Opportunity** - By utilizing AVI technology carrier enforcement officers can concentrate their efforts on high risk carriers and reduce the amount of traffic stopped on weigh station exit ramps and mainline roads.
  - Installation of Weigh-In-Motion devices on the mainline interstate roads will allow the carrier enforcement officers to monitor all traffic if desired and detect vehicles in violation of weight statutes. Early detection and identification will benefit in better screening and enforcement decisions and increase safety because of reduced number of vehicles stopped on mainline roads and exits.

- **Issue** - In an era of shrinking resources and increased need to share data between states two areas need to be addressed 1) data bases that hold a variety of vehicle data including IFTA, IRP, and vehicle registration information, and 2) a network to share this data with other governmental jurisdictions.

- **Opportunities**- The need for common data bases for commercial vehicles is necessary if states are going to share and maintain commercial vehicle data. Data architecture needs to focus on ease of sharing and accessing vehicle data within state government and between jurisdiction. All current and future projects should keep multi-jurisdictional access and a critical part of their design standards.
  - Building networks that support multi-jurisdictional access will make a

significant positive impact on efficiency enforcement and regulatory agencies because a network has been designed for fast transfer and access of vehicle information.

- **ITS/CVO products and services involve three types of activities;**
  - **Automating existing procedures and operations,** Agencies and carriers are purchasing computer hardware and software, communications systems, electronics, sensors, and other instruments to automate their existing record keeping, inspection, and communication procedures.
  - **Networking information systems,** The deployment of electronic data interchange (EDI) and electronic funds transfer (EFT) capabilities enables agencies and carriers to share information and transfer money. The development of linked databases and networks of information systems will enhance the systems now operated independently by agencies and carriers.
  - **Changing the way that states and carriers do business,** Over time, the automation and networking will encourage changes in traditional processes and roles to reflect the changing needs of tomorrow's Inter-modal transportation system. A commonly cited goal is "transparent borders," which refers to enabling safe and legal carriers to travel through multiple states, or across international borders, with no more than a single stop. Another common goal is "one-stop shopping," which refers to enabling carriers to obtain permits for multiple states through a single source, either physically through a single office or electronically through the use of information systems and software.

▸ Strategic Overview

The purpose of the Nebraska ITS/CVO (Intelligent Transportation System/Commercial Vehicle Operations) Business Plan is to develop a coordinated efficient, safe commercial vehicle operations throughout Nebraska, and initiate steps toward regional coordination and cooperation in CVO activities and ITS/CVO deployment.

Nebraska ITS/CVO Mission Statement:

- We provide and maintain, in cooperation with public and private organizations, a safe, efficient, affordable and coordinated statewide transportation system for the movement of people and goods.

Guiding principles:

- The guiding ITS/CVO principles concern the benefits realized by the state agencies, the motor carrier, the federal government , and the general public welfare and safety. These programs should allow motor carriers to move their cargo and goods to the consumers in a safe and efficient manner.

  Carriers with poor or marginal safety records need to be monitored so they have an opportunity to improve their records so that the public can feel safe as they travel the nations highways. Utilizing ITS technology and accessing safety data bases should help improve safety of carriers as there will be more safety information available about carriers and vehicles,

  Both government and private industry are concerned with efficient use of time and money. ITS/CVO projects will benefit businesses and government by reducing costs and the improvement of the business processes. Using technology to speed up processing, storage, and retrieval of data will improve service to our customers at a reduced cost.

  The safety of motorists is central to the ITS/CVO effort. Exchange of information will help identify drivers and vehicles that have a history of unsafe driving habits and vehicles in poor condition. EDI and EFT will help by facilitating more timely exchange of data and funding. The use of EFT and EDI lowers the risk of errors and speeds up turn around time.

  Results of ITS/CVO projects and initiatives should show results that are quantified in reduction of costs, improvement of public safety, accurate and timely collection and distribution of funding, and improved service to our customers.

Goals and Objectives

The goals and objectives of Nebraska's ITS/CVO Business Plan are as follows:

Goal: Enhance highway safety.

- **Objective:** Reduce the number and severity of highway accidents involving commercial vehicles.
- **Objective:** Improve motor carrier compliance with safety regulations

Goal: Promote efficient state administration of commercial vehicle regulatory and enforcement functions.

- **Objective:** Implement one-stop shopping for registration, fuel taxation, and insurance registration.
- **Objective:** Automate credentials acquisition and transfer procedures.

Goal: Improve motor carrier productivity.

- **Objective:** Reduce the impact of traffic congestion on motor carrier operations.
- **Objective:** eliminate unnecessary delays for weight and safety checks.

Goal: Support state, regional, and national economic growth and global competitiveness.

- **Objective:** Eliminate unproductive requirements, regulations and processes.
- **Objective:** Utilize technology to help increase efficiency, inter-agency cooperation, reduce costs, and improve operations of motor carriers and governmental agencies.

▸ Program Summary

The ITS/CVO projects and tasks included in this Nebraska's Business Plan are categorized in four program areas: Safety Assurance, Credentials Administration, Electronic Screening, and Carrier Operations. They Address the following problems:

Table 2

Problems by Program Category	Project /Task ID	Agency Responsible
Safety Assurance		
● **Lack of access to real-time data on motor carrier driver and vehicle safety status**		
Lack of a common communications network for use by multiple agencies or jurisdictions	WS4	NSP Carrier Enforcement
Lack of electronic audit selection and identification system for intrastate carriers	ICO1	NSP Carrier Enforcement
Lack of electronic system for compiling data for, and from audit reviews for intrastate carriers	ICO2	NSP Carrier Enforcement
Lack of computer software to be used in conjunction with Federal Highway Compliance Review Programs	ICO4	NSP Carrier Enforcement
Inability to focus safety compliance efforts on carriers with low safety ratings to help improve their ratings	ICO5	NSP Carrier Enforcement
Lack of ability to electronically monitor the use or status of Oversize and Overweight permits after issuance	S7	Department of Roads

Table 3

Problems by Program Category	Project /Task ID	Agency Responsible
Credentials Administration		
● **Complex, inadequate, and redundant administrative systems**		
Motor carriers visiting multiple locations in order to receive proper operating authority or permits	S1	Department of Roads
Current Oversize and Overweight regulations do not address allowable gross weight issues	S8	Department of Roads
Current software cannot process revisions concerning weight and axle configurations	S9	Department of Roads
Manual processing of conditional permits and manual reporting of daily, weekly, and monthly deposits	S10	Department of Roads
Manual processing of IFTA funding distributions and quarterly returns	IFTA1	Department of Motor Vehicles
Lack of communication networks that would allow Electronic data interchange for IFTA needs	IFTA3	Department of Motor Vehicles
No AS/400 computer program or network for a One-stop credential issuance pilot program	IFTA4	Department of Motor Vehicles
No computer system that would allow the collection or transfer of financial responsibility information	FR1	Department of Motor Vehicles
Outdated or inefficient hardware to process permit applications for oversize and overweight vehicles	S4	Department of Roads

Table 4

Problems by Program Category	Project /Task ID	Agency Responsible
Electronic Screening		
● **Inefficient clearance of commercial vehicles at weigh stations and borders**		
No current research data on equipment and technology used for (WIM)weigh-in-motion or (AVI)automatic vehicle identification for commercial vehicle clearance	WS1	NSP Carrier Enforcement
No clear Vendor for incorporation of WIM or AVI technology	WS2	NSP Carrier Enforcement
No action plan for implementation of electronic screening for mainline and ramp operations	WS3	NSP Carrier Enforcement
No program or maintenance for an AS/400 IRP One-stop credentialing system	IRP6	Department Of Motor Vehicles
No communication system for modem connection for online electronic applications	S6	Department of Roads

Table 5

Problems by Program Category	Project /Task ID	Agency Responsible
Carrier Operations		

● **Lack of access to governmental agencies for real-time data on road congestion and weather or business transactions designed to help carriers in their operation processes**		
No data bases established for intrastate carriers and interstate carriers based in Nebraska	WS5	NSP Carrier Enforcement
No intrastate motor carrier identification that is compatible with DOT #'s issued by the USDOT	ICO3	NSP Carrier Enforcement
No electronic methods for implementation of electronic data interchange for IRP functions	IRP2	Department of Motor Vehicles
No formal plan to implement IRP functions of the piloted One-stop shop initiative	IRP5	Department of Motor Vehicles
Annual problem with all Nebraska based carrier's registration renewals coming due in the same month	IRP7	Department of Motor Vehicles
No computer system available that would aid in the best route selection or map transmittal	S2	Department of Roads

Business Plan Structure , Description, & Ranking

Project / Tasks ID, Project Priority Ranking, and Description: Projects are rated on a one to five scale with one being the highest priority and five being the lowest priority.

Listing of Project Tasks by priority:

Priority 1 Items: Table 6

Project /Task ID	Priority	Description of Project
ICO2	1	Implement system for selecting intrastate carriers for compliance audits
ICO3	1	Develop and implement a system that identifies a intrastate carrier with a number compatible with USDOT #
IFTA1	1	Process the quarterly returns and distribute the funds electronically
IFTA3	1	Develop and implement EDI methods for IFTA functions
IRP1	1	Redefine duties and procedures in IRP
IRP2	1	Develop and implement EDI methods for IRP functions

Project /Task ID	Priority	Description of Project
S02	1	Implement an automated routing system that includes Data Base for route selection, and electronic transmittal of maps
S03	1	Join AASHTO's Multi-State permit program
S07	1	Install electronic interface with NSP for monitoring OS/OW permits
S10	1	Automate system for conditional permits
S12	1	Automate weekly and monthly permit deposit report
S13	1	Automate daily permit report
WS1	1	Research equipment and technology elements of weight station operation

Priority 2 items: Table 7

Project /Task ID	Priority	Description of Project
FR1	2	Receive and collect interstate registration and financial responsibility information electronically
FR2	2	Develop computer program and establish a communications network to receive and transmit all financial responsibility data for interstate carriers
ICO4	2	Develop software for intrastate carriers compatible with FHWA compliance review programs
IRP3	2	Define software needs for connections to statewide systems
IRP5	2	Implement Elements of One Stop project
S11	2	Revise Rules and Regulations for Conditional Permits
WS2	2	Work with WIM vendors to incorporate use of AVI technologies

Priority 3 Items: Table 8

Project /Task ID	Priority	Description of Project
ICO1	3	Develop and implement a system that Identifies intrastate carriers with high SCE scores
IFTA2	3	Participate in IFTA Workshops
IFTA4	3	Continued enhancement of the AS/400 IFTA One Stop system
IRP4	3	Participate in IRP Workshops
IRP6	3	Continue Enhancement of the AS/400 IRP one Stop system
IRP7	3	Organize a staggered registration task force to assess benefits such a system
S04	3	Upgrade hardware of current system for improved service to carriers
S05	3	Add or reassign staff identified during review of skills needed for improved service to carriers
S06	3	Install and operate additional toll-free line for modem connection for electronic processing of carrier information
WS3	3	Implement CVO electronic screening for mainline and ramp operations at 4 interstate weigh stations

Priority 4 items: Table 9

Project /Task ID	Priority	Description of Project
ICO5	4	Perform Compliance Reviews on intrastate carriers identified by the computer system
S08	4	Revise OS/OW permit regulations for allowable gross weight
S09	4	Revise software to incorporate revisions of weights and axle configurations

Project /Task ID	Priority	Description of Project
WS4	4	Connect to the Nebraska Frame Relay WAN for statewide Data Exchange

Priority 5 items: Table 10

Project /Task ID	Priority	Description of Project
S01	5	Implement OS/OW component of the One Stop pilot project
WS5	5	Create Carrier Database using Ridge Program including development of a intrastate carrier database
WS5A	5	Annual maintenance of the carrier database

Priority of all projects grouped by responsible agency not priority: Table 11

Project /Task ID	Priority	Description of Project
FR1	2	Receive and collect interstate registration and financial responsibility information electronically
FR2	2	Develop computer program and establish a communications network to receive and transmit all financial responsibility data for interstate carriers
ICO1	3	Develop and implement a system that Identifies intrastate carriers with high SCE scores
ICO2	1	Implement system for selecting intrastate carriers for compliance audits
ICO3	1	Develop and implement a system that identifies a intrastate carrier with a number compatible with USDOT #
ICO4	2	Develop software for intrastate carriers compatible with FHWA compliance review programs

Project /Task ID	Priority	Description of Project
ICO5	4	Perform Compliance Reviews on intrastate carriers identified by the computer system
IFTA1	1	Process the quarterly returns and distribute the funds electronically
IFTA2	3	Participate in IFTA Workshops
IFTA3	1	Develop and implement EDI methods for IFTA functions
IFTA4	3	Continued enhancement of the AS/400 IFTA One Stop system
IRP1	1	Redefine duties and procedures in IRP
IRP2	1	Develop and implement EDI methods for IRP functions
IRP3	2	Define software needs for connections to statewide systems
IRP4	3	Participate in IRP Workshops
IRP5	2	Implement Elements of One Stop project
IRP6	3	Continue Enhancement of the AS/400 IRP one Stop system
IRP7	3	Organize a staggered registration task force to assess benefits such a system
S01	5	Implement OS/OW component of the One Stop pilot project
S02	1	Implement an automated routing system that includes Data Base for route selection, and electronic transmittal of maps
S03	1	Join AASHTO's Multi-State permit program
S04	3	Upgrade hardware of current system for improved service to carriers
S05	3	Add or reassign staff identified during review of skills needed for improved service to carriers
S06	3	Install and operate additional toll-free line for modem connection for electronic processing of carrier information
S07	1	Install electronic interface with NSP for monitoring OS/OW permits
S08	4	Revise OS/OW permit regulations for allowable gross weight

Project /Task ID	Priority	Description of Project
S09	4	Revise software to incorporate revisions of weights and axle configurations
S10	1	Automate system for conditional permits
S11	2	Revise Rules and Regulations for Conditional Permits
S12	1	Automate weekly and monthly permit deposit report
S13	1	Automate daily permit report
WS1	1	Research equipment and technology elements of weight station operation
WS2	2	Work with WIM vendors to incorporate use of AVI technologies
WS3	3	Implement CVO electronic screening for mainline and ramp operations at 4 interstate weigh stations
WS4	4	Connect to the Nebraska Frame Relay WAN for statewide Data Exchange
WS5	5	Create Carrier Database using Ridge Program including development of a intrastate carrier database
WS5A	5	Annual maintenance of the carrier database

▸ Description of ITS/CVO Projects and Tasks

Project #1 Automate the IFTA & IRP Credentialing System for ITS/CVO

The benefits of this project should help Nebraska improve service to motor carriers because it helps expedite the IFTA and IRP transactions. The manual and paper intensive process needed to be automated and was a excellent opportunity to utilize technology for the benefit of Credentialing staff and the motor carriers that use these services.

Task ID	Priority	Description
IFTA1	**1**	**Process the quarterly returns and distribute the funds electronically**
IFTA3	**1**	**Develop and implement EDI methods for IFTA functions**
IRP1	**1**	**Redefine duties and procedures in IRP**
IRP2	**1**	**Develop and implement EDI methods for IRP functions**
FR2	**2**	**Develop computer program and establish a communications network to receive and transmit all financial responsibility data for interstate carriers**
IFTA2	**3**	**Participate in IFTA Workshops**
IFTA4	**3**	**Continued enhancement of the AS/400 IFTA One Stop system**
IRP4	**3**	**Participate in IRP Workshops**
IRP7	**3**	**Organize a staggered registration task force to assess benefits such a system**

Project #2 New OS/OW Permitting System for DMV/DOR

The benefits of this project should help Nebraska agencies improve service to motor carriers because it helps expedite the Oversize and Overweight transactions. The manual and paper intensive process needed to be automated and was a excellent opportunity to utilize technology for the benefit of permitting staff and the motor carriers that are required to use these services.

Task ID	Priority	Description
S02	**1**	**Implement an automated routing system that includes Data Base for route selection, and electronic transmittal of maps**
S07	**1**	**Install electronic interface with NSP for monitoring OS/OW permits**
S03	**1**	**Consider advantages of AASHTO's Multi-State permit program**
S10	**1**	**Automate system for conditional permits**
S13	**1**	**Automate daily permit report**
S12	**1**	**Automate weekly and monthly permit deposit report**
S11	**2**	**Revise Rules and Regulations for Conditional Permits**
S05	**3**	**Add or reassign staff identified during review of skills needed for improved service to carriers**
S08	**4**	**Revise OS/OW permit regulations for allowable gross weight**
S01	**5**	**Implement OS/OW component of the One Stop pilot project**

Project #3 Implement Electronic Screening at Weigh Stations

The benefits of this project should help the Nebraska State Patrol's Carrier Enforcement Division improve service to motor carriers because it helps expedite the screening of motor carriers for safety and weight history and help to focus on carriers that need to improve their safety and compliance ratings. The screening process needed to be automated and was a excellent opportunity to utilize technology for the benefit of Carrier Enforcement staff and the motor carriers that are impacted by these services. This project should help improve the safety on Nebraska roadways.

Task ID	Priority	Description
ICO2	**1**	**Implement system for selecting intrastate carriers for compliance audits**
ICO3	**1**	**Develop and implement a system that identifies a intrastate carrier with a number compatible with USDOT #**
WS1	**1**	**Research equipment and technology elements of weight station operation**
WS2	**2**	**Work with WIM vendors to incorporate use of AVI technologies**
WS3	**3**	**Implement CVO electronic screening for mainline and ramp operations at 4 interstate weigh stations**
WS5	**5**	**Create Carrier Database using Ridge Program including development of a intrastate carrier database**
WS5A	**5**	**Annual maintenance of the carrier database**

Project #4 Establish a Statewide ITS/CVO Network

The benefits of this project should help Nebraska improve service to motor carriers because it helps centralize information needed by various agencies needing motor carrier, safety, driver, and vehicle data. The information used by NSP, DOR, and DMV needs to be centralized and accessible to all agencies. This project provides excellent opportunity to utilize electronic data base technology for the benefit of credentialing and enforcement staff and the motor carriers that use these services.

Task ID	Priority	Description
FR2	**2**	**Develop computer program and establish a communications network to receive and transmit all financial responsibility data for interstate carriers**
ICO4	**2**	**Develop software for intrastate carriers compatible with FHWA compliance review programs**
IRP3	**2**	**Define software needs for connections to statewide systems**
IRP5	**2**	**Implement Elements of One Stop project**
S04	**3**	**Upgrade hardware of current system for improved service to carriers**
S06	**3**	**Install and operate additional toll-free line for modem connection for electronic processing of carrier information**
ICO5	**4**	**Perform Compliance Reviews on intrastate carriers identified by the computer system**
WS4	**4**	**Connect to the Nebraska Frame Relay WAN for statewide Data Exchange**

Project #5 Develop an Automated Credentialing System

The benefits of an automated Credentialing System should help Nebraska improve service to motor carriers because it helps expedite the credentialing of motor carriers. The manual and paper intensive process is now being automated and is an excellent opportunity to utilize technology for the benefit of Credentialing staff and the motor carriers that use these services.

Task ID	Priority	Description
ICO1	**3**	**Develop and implement a system that Identifies intrastate carriers with high SCE scores**
IRP6	**3**	**Continue Enhancement of the AS/400 IRP one Stop system**
S09	**4**	**Revise software to incorporate revisions of weights and axle configurations**

Description of ITS/CVO Project Tasks by Agency

Task Description: WS.1 *Research Equipment and technology*

Objective: Research equipment and technology elements and select technologies needed to accomplish objective by site visits, and vendor presentation. At a minimum, include research of the following elements:

Transponders

AVI Readers

Toll Tag and Readers

License Plate Readers

Vehicle Dimension Detection

Automated Braking Systems Diagnostic Analyzers

Outcome: To enhance the ability to clear commercial vehicle through weight stations and improve highway safety. Use Request For Proposal to obtain best and most reliability equipment at a reasonable cost.

Lead Agency: Nebraska State Patrol Carrier Enforcement Division

Other Participating Agencies: All CVO regulatory offices

Market: Nebraska State Patrol, Nebraska Department of Roads, Nebraska Department of Motor Vehicles

Approach:

To attend meetings, workshops, conferences to obtain knowledge of technology that is on the market today, and what the future holds. To solicit information from vendors, and to visit other states that have deployed such technology and learn through their experiences.

To develop a plan and make recommendation on the type of system that would best suit Nebraska needs and hold up under the conditions that exist in our state.

To educate the key players (both public and private) who will be responsible in funding the resources to deploy this technology as to the benefits both in Highway Safety and efficient use of State's resources.

Key Issues:

Appoint individuals from agencies to become involved in researching what technology is on the market.

Develop a plan that is easy to understand and identifies key players who will develop the needed system.

Educate key players who will be responsible to make key decision on the funding and deployment of needed technology

Products: to obtain necessary knowledge on WIM and AVI technology that exist today.

Schedule: 6 months - with continued involvement to research future technology

Cost: $10,000

Estimated Task Management Requirement: One-fourth full-time equivalent

Task Description: WS.2 *Work with WIM Vendors to incorporate AVI technologies*

Objective: Begin working with WIM vendors to incorporate the AVI technologies into the industrial computers that gather vehicle weight data and classify vehicles.

Outcome: By working with vendors Nebraska would be able to obtain necessary knowledge to determine if existing computer systems in Nebraska could be used to deploy AVI readers or would Nebraska have to develop a new computer system to use AVI technology.

Lead Agency: Nebraska State Patrol Carrier Enforcement Division

Other Participating Agencies: All CVO regulatory offices

Market: Nebraska State Patrol, Nebraska Department of Roads, Nebraska Department of Motor Vehicles

Approach:

To work with vendors to incorporate AVI readers that are capable of reading all transponders that are currently being used on commercial vehicles and future transponders that may be deployed on commercial vehicle.

To work with vendors to develop a data base to capture data to be used by regulatory agencies to enroll safe carriers or remove unsafe carriers from the program.

Key Issues:

To conduct research to identify vendors who are capable of producing an AVI reader that can read any transponder.

What information would be captured in the State's data base and who would have access to this data base.

Products: To research vendors who have readers that could read all transponders

Schedule: 1 year - with continued research into future technology

Cost: $5,000

Estimated Task Management Requirement: One-eighth full-time equivalent

Project Description: WS.3 *Implement CVO Electronic Screening for Mainline and Ramp Operations.*

Objective: Implement CVO electronic screening for mainline and ramp operations through application of the ITS technologies as selected in WS.1.

Outcome: Use ITS technology to deploy WIM and electronic screening capabilities at all fixed scale facilities and other key locations for use by portable operations.

Lead Agency: Nebraska State Patrol Carrier Enforcement Division

Other Participating Agencies: All CVO regulatory offices

Market: Nebraska State Patrol, Nebraska Department of Roads, Nebraska Department of Motor Vehicles

Approach:

Meet with key players(public and private) to establish a plan, time tables, and funding to deploy WIM and AVI technology at all volume fixed scale facilities and other key locations for use by portable units.

To work with key players (public & private) to establish criteria or standards for enrollment in the pre-screening program.

Key Issues:
Funding source

Identify key players to establishing criteria or standards to enroll or remove carriers from pre-screening program

Develop a plan and time table to deploy technology to fixed and remote sites

Working with vendors to purchase the best equipment at a reasonable cost

Products: To purchase and deploy WIM and AVI technology that will best serve it's customer and is most cost effective.

Schedule: 3 to 5 years - as funding becomes available deploy WIM and AVI technology at all high volume fixed scale facilities

After 5 years - incorporate WIM and electronic screening capabilities with the portable units at key locations throughout the State

Cost: $2,550,000

Estimated Task Management Requirement: One full-time equivalent

Task Description: WS4 *Connect Nebraska Frame Relay WAN for Statewide Data Exchange*

Objective: Connect all agencies within the state thru the Nebraska Frame Relay Wan for data exchange of Oversize/Overweight, Credential information such as: International Registration Plan (IRP), International Fuel Tax Agreement (IFTA), Single State Registration (SSR), and Carrier Safety History Information.

Lead Agency: Nebraska State Patrol

Other Participating Agencies: Nebraska Department of Roads, Nebraska Department of Motor Vehicles.

Market: Nebraska State Patrol, Nebraska Department of Roads, Nebraska Department of Motor Vehicles.

Approach:

- Conduct management meetings to document and quantify the feasibility of connectivity with all agencies.

- Develop recommendations for connectivity.

- Quantify the costs and benefits of data exchange.

Key Issues:

- Internal agency budgeting.
- Structuring of Internal agencies.
- Instantaneous data exchange.
- The ease of access to shared programs.

Products: Installation at key locations, with management meetings to insure stability.

Schedule: 5 Years - Interim connectivity within 3 years.

Cost: $40,000

Estimated Task Management Requirement: One full time equivalent.

Task Description: WS5 *Establish Database for Intrastate Carriers*

Objective: Create a database for Nebraska based Intrastate Carriers, to include the history of inspections and accidents for each individual Motor Carrier.

Lead Agency: Nebraska State Patrol

Other Participating Agencies: Nebraska Department of Roads, Nebraska Department of Motor Vehicles, and Office of Motor Carriers.

Market: Nebraska State Patrol, Nebraska Department of Roads, Nebraska Department of Motor Vehicles, Office of Motor Carriers, and Motor Carrier Industry.

Approach:

- Compile a list of Nebraska based Intrastate Motor Carriers.
- Create database for each individual carrier, to include previously reflected contact history.

Key Issues:

- Identifying Motor Carrier by the correct name.
- Locating Unidentified Carriers.
- Contacting carriers by physical and mailing addresses, and or physical contact.
- Return of Correspondences.

Products: Safetynet Intrastate Database.

Schedule: 5 Years - Interim databases within 1 to 3 years.

Cost: $135,000 Initial, with maintenance of $40,000 Annually.

Estimated Task Management Requirement: One full time equivalent.

Task Description: ICO1 *Establish Selection system for Intrastate Carriers in need of Compliance audits.*

Objective: Develop a system similar to the Federal Office of Motor Carriers which will identify Intrastate Motor Carriers that have high Selective Compliance Enforcement (SCE Scores)

Lead Agency: Nebraska State Patrol

Other Participating Agencies: Nebraska Department of Roads, Nebraska Department of Motor Vehicles, and Office of Motor Carriers.

Market: Nebraska State Patrol, Nebraska Department of Roads, Nebraska Department of Motor Vehicles, Office of Motor Carriers, and Motor Carrier Industry.

Approach:

- Establish a criteria by which carriers in noncompliance would be selected for a Compliance Audit.

Key Issues:

- Insuring safety compliance by all motor carriers operating on public roadways in Nebraska.

- Create an Algorithm which mirrors the Federal SCE score concept.

Products: Motor Carrier Information Database.

Schedule: 2 Years - Software upgrades for Intrastate Carriers 3 to 5 years.

Cost: $10,000

Estimated Task Management Requirement: One-fourth full-time equivalent.

Task Description: ICO2 *Establish Selection Process for Compliance Reviews from Compiled Data.*

Objective: Develop a system similar to the Federal Office of Motor Carriers, compiling data which would generate a Compliance Review.

Lead Agency: Nebraska State Patrol

Other Participating Agencies: Nebraska Department of Roads, Nebraska Department of Motor Vehicles, and Office of Motor Carriers.

Market: Nebraska State Patrol, Nebraska Department of Roads, Nebraska Department of Motor Vehicles, Office of Motor Carriers.

Approach:
- Analyze criteria by which carriers in noncompliance would be selected for a Compliance Audit.

Key Issues:

- Target Non-Compliance Motor Carriers.

- Use established criteria to select Carriers with a more substantial need of a Compliance Audit.

Products: Motor Carrier Information Database.

Schedule: 2 Years - Software upgrades for Intrastate Carriers 3 to 5 years.

Cost: $20,000

Estimated Task Management Requirement: One-half full-time equivalent.

Task Description: ICO3 *Establish software to track Intrastate USDOT Numbers.*

Objective: Develop a system similar to the Federal Office of Motor Carriers which will identify and track Intrastate motor carriers by assigning each individual motor carrier a unique number, which will be compatible with the Federal USDOT

Lead Agency: Nebraska State Patrol

Other Participating Agencies: Nebraska Department of Roads, Nebraska Department of Motor Vehicles, and Office of Motor Carriers.

Market: Nebraska State Patrol, Nebraska Department of Roads, Nebraska Department of Motor Vehicles, Office of Motor Carriers.

Approach:

- Utilize existing Safetynet Database

Key Issues:

- Identifying Motor Carrier by the correct name.
- Locating Unidentified Carriers.
- Contacting carriers by physical and mailing addresses, and or physical contact.
- Return of Correspondences.

Products: Safetynet Intrastate Database

Schedule: 2 Years - Software upgrades for Intrastate Carriers 3 to 5 years.

Cost: $40,000

Estimated Task Management Requirement: One full-time equivalent.

Task Description: ICO4 *Utilize Developed Software for Intrastate Compliance Reviews.*

Objective: Utilize developed software ensuring the software recognizes, compiles, and interjects all intrastate regulations into the formulas system, similar to the Federal Office of Motor Carriers.

Lead Agency: Nebraska State Patrol

Other Participating Agencies: Nebraska Department of Roads, Nebraska Department of Motor Vehicles, and Office of Motor Carriers.

Market: Nebraska State Patrol, Nebraska Department of Roads, Nebraska Department of Motor Vehicles, Office of Motor Carriers.

Approach:

- Utilize existing Software, ensuring compatibility of Interstate and Intrastate requirements are fulfilled.

Key Issues:

- Algorithm for both Interstate and Intrastate must be compatible.
- Ensure software utilizes both Interstate and Intrastate rating systems
- Ensure Software incorporates both Intrastate and Interstate Uniform Fine Assessments.
-

Products: Intrastate Compliance Review Software

Schedule: 2 Years - Software upgrades for Intrastate Carriers 3 to 5 years.

Cost: $20,000

Estimated Task Management Requirement: One-half full-time equivalent.

Task Description: ICO5 *Conduct complete Intrastate Compliance Reviews*

Objective: Perform Compliance Reviews on identified Intrastate Motor Carriers

Lead Agency: Nebraska State Patrol

Other Participating Agencies:.Nebraska State Patrol

Market: Nebraska State Patrol

Approach:

- Utilize developed systems, data, software, and programs to conduct complete in-depth Intrastate Compliance Reviews.

Key Issues:

- Motor Carrier knowledge of compliance requirements.
- Ensuring availability of manpower to sufficiently aid in this endeavor.

Products: Safetynet Intrastate Database

Schedule: 2 Years - Software upgrades for Intrastate Carriers 3 to 5 years.

Cost: $100,000 Annually

Estimated Task Management Requirement: Three full-time equivalent.

IRP / IFTA / FR Task Initiatives and Descriptions
Task Description: IRP.1 *Redefine duties and procedures in IRP*

Objective: Redefine employees duties and processing procedures as a result of changes and evaluation resulting from the use of the AS/400 Based IRP system.

Outcome: Utilize employees for optimum productivity. It will be necessary to revise each employees job description based on changes in work flow, as a result of enhanced computerization.

Lead Agency: Nebraska Department of Motor Vehicles

Other Participating Agencies: Nebraska State Personnel

Market: Department of Motor Vehicles, Motor Carrier Industry

Approach: Set up a task force to evaluate employee work flow. Interview employees to determine their current job description. Contact state personnel to analyze and evaluate the work flow. Establish new job descriptions.

Key issues:
Job changes as a result of new computer system

Additional Duties as a result of One Stop Shop

Employee morale

Equitable distribution of work flow

Products: Continue to monitor work flow and utilized technology and staff effectively.

Schedule: One to two years

Cost: N/A

Estimated Task Management Requirement: One-fourth full-time equivalent

Task Description: IRP.2 *Develop and implement EDI method for IRP functions*

Objective: Develop and implement methods to allow the following functions to take place, using Electronic Data Interchange(EDI):

Sending and receiving registration applications from motor carriers

Nebraska agencies to receive, process, send and transfer invoices for registration
Commercial vehicle enforcement agencies to access and verify registration credentials

Outcome: Relieving Department of Motor Vehicles of clerical and administrative burdens in order to provide more efficient customer service. Eliminate paper burden on Motor Carriers.

Lead Agency: Nebraska Department of Motor Vehicles

Other Participating Agencies: Central Data Processing, Nebraska State Patrol

Market: Department of Motor Vehicles, Nebraska State Patrol, and Motor Carrier Industry

Approach:

Establish task force including representatives from both the Department of Motor Vehicles and Motor Carrier industry.

Identify priorities

Determine cost and procedures

Develop a plan for implementation

Key issues:

Cost to implement

Need for possible statutory changes

Identify optimum applications in electronic processing

Products: Evaluate savings to both Motor Carrier Industry, and Department of Motor Vehicles, and make future recommendations for use.

Schedule: One or two years

Cost: $50,000

Estimated Task Management Requirement: One half full time equivalent

Task Description: IRP.3 *Define software needs for connections to statewide systems*

Objective: Define the necessary software for computer programming necessary to connect the state's interfaces and existing systems.

Outcome: A clear understanding of each agencies computer systems, data needs and capabilities.

Lead Agency: Nebraska Department of Motor Vehicles

Other Participating Agencies: Nebraska State Patrol, Central Data Processing, Department of Transportation, Public Service Commission, and Nebraska Department of Roads.

Market: Nebraska Department of Motor Vehicles, Nebraska State Patrol, Central Data Processing, Department of Transportation, Public Service Commission, and Nebraska Department of Roads.

Approach: Analyze current computer system in place.

Key issues:

Determine the need of each agency

Determine current capabilities and networks of each agency

What is our ultimate goal

Are there any statutory road blocks

Products: A clear and concise plan of action

Schedule: One to years

Cost: N/A

Estimated Task Management Requirement: One-quarter full time equivalent

Task Description: IRP.4 *Participation in IRP workshops*

Objective: Continue participation in and travel to IRP workshops to ensure compliance with the base state agreement.

Outcome: Have Nebraska represented annually at workshops

Lead Agency: Nebraska Department of Motor Vehicles
Other Participating Agencies: N/A

Market: Nebraska Department of Motor Vehicles

Approach: Send at least one person to audit workshop, and Motor Carrier workshop.

Key issue: Expense

Products:

Keep abreast of Motor Carrier issues effecting the agreement

Being in IRP community

Maintain Nebraska's reputation in IRP

Schedule: One to two years

Cost: $3,000

Estimated Task Management Requirement: N/A

Task Description: IRP.5 *Continue to demonstrate willingness to participate in IRP Clearinghouse*

Objective: Continued participation in the IRP Clearinghouse (based on current knowledge) within the realm of Nebraska statues.

Outcome: Successfully transmit and receive IRP data to and from clearinghouse.

Lead Agency: Nebraska Department of Motor Vehicles

Other Participating Agencies: Nebraska Central Data Processing, AAMVAnet, Nebraska State Treasurer

Market: Nebraska Department of Motor Vehicles, other IRP jurisdictions

Approach:

Identify computer changes necessary to satisfy AAMVAnet standards

Make changes

Implement changes into production

Key issues:

Cost

Effect on current computer system

Establish EFT (Electronic Fund Transfer) procedures

Products: Assurances that moneys are being properly netted, accounting transactions are valid.

Schedule: One to two years

Cost: $50,000

Estimated Task Management Requirement: One-fourth full time equivalent

Task Description: IRP.6 *Continued enhancement of AS/400 Motor Carrier One*

Stop system

Objective: continued enhancement of the AS/400 Motor Carrier one stop system.

Outcome: A system that exceeds Nebraska Department of Motor Vehicles and industry needs and enable us to participate in technology advances.

Lead Agency: Nebraska Department of Motor Vehicles, Central Data Processing

Other Participating Agencies: N/A

Market: Nebraska Department of Motor Vehicles, Motor Carrier Industry

Approach:

Evaluate success and failures after major processing milestones, i.e. IRP renewal and IFTA quarterlies

Identify areas where enhancement is necessary

Make the change

Key issues:
Cost

System performance enhancements

Prioritizing essential system changes

System efficiency enhancements

Products: Periodic review and evaluation of AS400 users and needs of the One Stop system.

Schedule: One to two years

Cost: $7,000 per year

Estimated Task Management Requirement: One-fourth full time equivalent

Task Description: IRP.7 *Organize a Staggered Registration Task Force*

Objective: Develop a staggered registration task force comprised on Nebraska State Patrol,

Nebraska Department of Motor Vehicles, Central Data Processing (CDP), Nebraska Department of Roads, and Motor Carrier Industry.

Outcome: To alleviate backlogs in processing at time of renewal, and to make a recommendation to the Industry Board re: staggered registration.

Lead Agency: Nebraska Department of Motor Vehicles

Other Participating Agencies: Nebraska State Patrol, Nebraska Central Data Processing, and Nebraska Department of Roads

Market: Nebraska Department of Motor Vehicles, Nebraska State Patrol, Nebraska Department of Roads

Approach:

Identify participants

Establish timetable

Conduct research

Analyze and develop consensus

Key issues:
Benefit state vs. industry

Statutes

Cost to change computer system/implementation

Law enforcement concerns

Effect on fund distribution and budget planning

Implementation
Products: Based on decision made either address renewal processing by other means (i.e. electronic filing) or begin to draft implementation procedures.

Schedule: Six months to one year

Cost: N/A

Estimated Task Management Requirement: One-eight full time equivalent

Task Description: IFTA.1 *Process the quarterly returns and distribute the funds*

Objective: Process the quarterly returns and distribute the funds based on the figures provided on the quarterly fuel tax reports filed by the licensed carriers. (Part of the final development of the Nebraska IFTA software application.)

Outcome: Have a fully operational AS/400 based IFTA system

Lead Agency: Nebraska Department of Motor Vehicles

Other Participating Agencies: Central Data Processing

Market: Nebraska Department of Motor Vehicles, Motor Carrier Industry

Approach:

Write new IFTA system on AS/400 platform

Convert data from old mainframe to new system

Bring system up in production environment

Identify problems and make changes as needed

Key issues:

Conversion issues

Changes in forms

Hardware issues

Products: Continue to identify problems and correct as needed

Schedule: One to two years

Cost: $50,000

Estimated Task Management Requirement: One-half full time equivalent

Task Description: IFTA.2 *Travel to IFTA workshops*

Objective: Participate in IFTA workshops to insure compliance with the base state

agreement
Outcome: Have Nebraska represented annually at workshops

Lead Agency: Nebraska Department of Motor Vehicles

Other participating Agencies: N/A

Market: Nebraska Department of Motor Vehicles

Approach: Send at least one person to audit workshop, managers workshop, and annual business meeting.

Key issues: Expense

Products: Keep abreast of Motor Carrier issues effecting agreement. Maintain Nebraska representation in IFTA, be apart of the IFTA community.

Schedule: One to two years

Cost: $7,000

Estimated Task Management Requirement: N/A
Task Description: IFTA.3 *Develop and implement EDI methods for IFTA functions*

Objective: Develop and implement methods to allow the following functions to take place using and EDI

Motor carriers send and receive fuel tax applications;

State agencies to receive, process, send, and transfer fuel tax credential data;

Commercial vehicle enforcement agencies to access and verify fuel tax credentials;

System security functions which limit access and response to information requests according to the type of information and identity of the requester.

Outcome: Relieving DMV of clerical and administrative burdens associated with processing quarterly IFTA returns. Eliminate paper burden on carriers. Provide for more efficient processing by eliminating calculation errors.

Lead Agency: Nebraska Department of Motor Vehicles

Other Participating Agencies: Central Data Processing, Nebraska State Patrol

Market: Nebraska Department of Motor Vehicles, Nebraska State Patrol, Motor Carrier Industry

Approach:

Establish task force including representatives from both the Department of Motor Vehicles and Motor Carrier industry

Identify priorities

Determine cost and procedures

Develop a plan for implementation

Key issues:

Cost to implement

Need for possible statutory changes

Identify optimum applications in electronic processing

Products: Evaluate savings to both Motor Carrier Industry, and Nebraska Department of Motor Vehicles, and make future recommendations for use

Schedule: One to two years

Cost: $50,000

Estimated Task Management Requirement: One-half full time equivalent

Task Description: FR.1 *Receive and collect interstate registration and financial financial responsibility information from motor carriers and their insurance companies electronically*.

Outcome: Reduce paperwork and duplication of records in the DMV and interstate registration agent.

Lead Agency: Nebraska Department of Motor Vehicles

Other Participating Agencies: Central Data Processing, Nebraska Interstate Registration Agent

Market: Nebraska Department of Motor Vehicles, Industry

Approach:

Identify priorities

Determine cost and procedures

Develop a plan for implementation

Work with federal agencies to insure capability

Key issues:

Cost to implement

Need for possible statutory changes

Identify optimum applications in electronic processing

Products: Evaluate savings to both Motor Carrier Industry, and Nebraska Department of Motor Vehicles, and make future recommendations for use.

Schedule: One to two years

Cost: $50,000

Estimated Task Management Requirement: One-quarter full time equivalent

Task Description: FR.2 *Write computer programs and establish communications network to receive and transmit all financial responsibility data for interstate carriers*

Objective: Write computer programs to receive and transmit data for interstate carriers between, state and federal agencies, and other state entities and establish communications network so that this information is available at the weigh stations for motor carrier identification and insurance compliance checks.

Outcome: To link federal and state data bases and provide easy access to enforcement and regulatory agencies.

Lead Agency: Nebraska Department of Motor Vehicles

Other Participating Agencies: Central Data Processing, Nebraska State Patrol

Market: Nebraska Department of Motor Vehicles, Nebraska State Patrol, Industry

Approach:

Identify priorities

Determine cost and procedures

Develop a plan for implementation

Key issues:

Cost to implement

Need for possible statutory changes

Elimination of duplicate data

Products: Evaluate what effect these shared databases have on enforcement procedures and productivity

Schedule: One to two years

Cost: Will be determined by federal standards mandated by FHWA

Estimated Task Management Requirement: One-quarter full time equivalent

NEBRASKA DEPARTMENT OF ROADS PROGRAM SUMMARY,
CVO Tasks, December, 1997 - to date

The Nebraska Department of Roads has undertaken an improvement process that will result in an inter-operable, state-of-the-art commercial vehicle oversize and overweight commercial vehicle permitting process that will implement current electronic communications tools that are both user-friendly and capable of inter-operability with our internal and external customers. The capability of interfacing with other government agencies involved in the permitting process and law enforcement agencies will result in increased efficiency and improved communications. NDOR's initial efforts have focused on regulations and institutional issues. This CVO Business Plan is an initial step in a strategic planning process that will include commercial vehicle issues among other ITS issues in an inclusive statewide ITS Strategic Plan. That process is currently in the planning stages and will commence in January, 1998 and will conclude in one year. The CVO Business Plan will be part of the ITS Strategic Plan.

Project/Task Description: S1 Oversize/overweight Component, One-stop Pilot Project

OBJECTIVE: Improve the process required for carriers to receive operating permits in Nebraska

OUTCOME: Implementation of an efficient One-stop permitting process facilitated by automation.

LEAD AGENCY: Nebraska Department of Roads

OTHER AGENCIES: State Patrol, Carrier Enforcement, Department of Motor Vehicles, Motor Carrier Services Auditor

MARKET: Motor Carriers, Motor Carrier Contractors

APPROACH: Process analysis, bench marking, survey, team-based, legislative conformity

KEY ISSUES: Process boundaries, department priorities, funding, technology, staffing

TIME-LINE: Underway

Project/Task Description: S2 Automated Routing System

OBJECTIVE: Reduce manual processing; eliminate redundancies; utilize technology

OUTCOME: Efficient Automated online Routing System saving carriers and Permitting Staff to process the requests online in real time reducing reliance on mail and fax transactions.

LEAD AGENCY: Nebraska Department of Roads

OTHER AGENCIES: Department of Motor Vehicles; Nebraska State Patrol; Carrier Enforcement; Nebraska Department of Revenue

MARKET: Motor Carriers; contractors

APPROACH: Utilize Consultant; establish bench-marking; organize an automated permitting task force; research operational permitting process analysis

KEY ISSUES: Appropriate use of Technology; COTS; possibility of lease/purchase of equipment; inter-operability of the final system; long term funding

TIME-LINE: 12-24 months

Project/Task Description: S3 Participation in the American Association of State Highway Transportation Officials (AASHTO) Multi-state Permit Program

OBJECTIVE: Eliminate need for multiple permitting

OUTCOME: Multi-state permit program

LEAD AGENCY: AASHTO Mississippi Valley Conference

OTHER AGENCIES: Member states

MARKET: State Departments of Transportation, Motor Carriers, Motor Carrier Contractors, State Law Enforcement

APPROACH: Approval of AASHTO's resolution inter-operability, Fall, 1997

KEY ISSUES: Organization development initiative

TIME-LINE: AASHTO Dependant

Project/Task Description: S4 Replace or Purchase the necessary Computer Hardware to Upgrade and streamline the ITS/CVO permitting system

OBJECTIVE: Utilize inter-operable technology in OS/OW permitting process; state-of-the-art permitting process; increased customer satisfaction, efficiency in the permitting process, reduce the turn-around time for permit issuance, and increased public safety due to more timely issuance of permit requests saving carriers time.

OUTCOME: Inter-operable computer hardware; improved permitting process

LEAD AGENCY: Nebraska Department of Roads

OTHER AGENCIES: Department of Motor Vehicles, Nebraska State Patrol, Carrier Enforcement; Nebraska Department of Revenue

MARKET: Motor Carriers; Departments of Transportation

APPROACH: Procurement; consultant

KEY ISSUES: Funding; lease/purchase of equipment, Computer Off The Shelf Hardware or Software, inter-operability, training, staffing

TIME-LINE: 12-36 months

Project/Task Description: S5 Add Appropriate Staff per Skills Review after new permitting system is determined

OBJECTIVE: Providing skilled, efficient, and adequately trained permitting staff for motor carriers.

OUTCOME: Ability to effectively operate the Nebraska Department of Roads permitting process

LEAD AGENCY: Nebraska Department of Roads

OTHER AGENCIES: None

MARKET: Nebraska Department of Roads

APPROACH: Utilize a Consultant; perform a skills audit of permitting personnel; review and establish a permitting classification system and utilize recruitment as necessary

KEY ISSUES: Funding; Department priorities

TIME-LINE: 12-36 months

Project/Task Description: S6 Establishment of a Toll-free Line for carriers needing to apply for special routing, and OS/OW permits.

OBJECTIVE: Utilize available communications technology in permitting process

OUTCOME: Ability to automate permitting process for internal and external customers

LEAD AGENCY: Nebraska Department of Roads

OTHER AGENCIES: No other agencies

MARKET: Internal permitting staff and carriers outside of Lincoln

APPROACH: Utilize a Communications Consultant; bench-marking from other agencies utilizing 800 number access

KEY ISSUES: Inter-operability

TIME-LINE: 12-36 months

Project/Task Description: S7 Electronic Interface of permitting and routing with the Nebraska State Patrol and the Carrier Enforcement Division

OBJECTIVE: Interfaced communication of permitting and routing data with another agency

such as the Nebraska State Patrol

OUTCOME: Inter-operable Data Communication System

LEAD AGENCY: Nebraska Department of Roads; Nebraska State Patrol

OTHER AGENCIES: Nebraska Department of Motor Vehicles; Nebraska Department of Revenue

MARKET: Departments of Transportation; Law Enforcement

APPROACH: Utilize Data Communication Consultants; bench-marking with other states utilizing shared data communication systems

KEY ISSUES: Computer Off The Shelf Hardware or Software; lease/purchase of hardware and Software ; State Statutes regarding sharing of driver and vehicle data

TIME-LINE: 12-36 months

Project/Task Description: S8 Revise Oversize/overweight Regulations to utilize technology and communication advancements in the motor carrier and permitting process.

OBJECTIVE: Establish more User-friendly regulations for carriers and other jurisdictions

OUTCOME: Publish a Revised Regulations Manual that reflects a more user friendly permitting process
l
LEAD AGENCY: Nebraska Department of Roads

OTHER AGENCIES: No other agencies

MARKET: Motor Carriers; Motor Carrier Contractors; Departments of Transportation; Law Enforcement

APPROACH: Rewrite by professional writer any regulations that change and become operable

KEY ISSUES: Revision of Nebraska State Statutes

TIME-LINE: Ongoing

Project/Task Description: S9 Revise the permitting software to streamline the permitting process

OBJECTIVE: Develop and improve any and all Inter-operable permitting software utilized by the Nebraska Department of Roads

OUTCOME: Ability to automate and improve the permitting process and interface it our external customers

LEAD AGENCY: Nebraska Department of Roads

OTHER AGENCIES: Nebraska Department of Motor Vehicles; Nebraska State Patrol; Nebraska Department of Revenue; Departments of Transportation

MARKET: Departments of Transportation; Law Enforcement

APPROACH: Utilize a Consultant; bench-marking with other jurisdictions that utilize similar systems

KEY ISSUES: Computer Off The Shelf Hardware or Software; inter-operability

TIME-LINE: 12-36 months

Project/Task Description: S10 Automate the Conditional Permitting Process used by the Nebraska Department of Roads

OBJECTIVE: establishment and use of an Automated OS/OW permitting process for the Department of Roads; ability to interface the data with other agencies and jurisdictions

OUTCOME: Efficient Inter-operable permitting process for Motor carriers and the ability to interface with other agencies and jurisdictions.

LEAD AGENCY: Nebraska Department of Roads

OTHER AGENCIES: Nebraska Department of Motor Vehicles; Nebraska State Patrol; Nebraska Department of Revenue

MARKET: Departments of Transportation; Motor Carriers

APPROACH: Utilize a Consultant; bench-marking with other agencies or jurisdictions utilizing a similar system

KEY ISSUES: Lease/purchase of Hardware and Software; Computer Off The Shelf Hardware or Software; Funding; inter-operability; Appropriate Staffing; Sufficient Training

TIME-LINE: 12-36 months

Project/Task Description: S11 Revise Conditional Permit Rules and Regulations to make them more functional and user friendly

OBJECTIVE: User-friendly regulations that do not constrict the issuance of conditional permits.

OUTCOME: legislative changes where necessary to incorporate the use of communication advances and technology. Rewritten rules and regulations where necessary

LEAD AGENCY: Nebraska Department of Roads

OTHER AGENCIES: Department of Motor Vehicles; Nebraska Department of Revenue; Nebraska State Patrol; Carrier Enforcement

MARKET: Motor carriers; contract Carriers; Law Enforcement

APPROACH: Utilize a Professional writer to research and modify Rules and regulations and statutes

KEY ISSUES: Revise Necessary State Statutes

TIME-LINE: Ongoing as technology and processing needs change

Project/Task Description: S12 Automate the processing of Permitting Deposit Reports

OBJECTIVE: Automated deposit reporting process; eliminate manual processing of permitting accounting and depositing of fees.

OUTCOME: Efficient fully Automated deposit reporting system that is capable of Electronic Fund Transfer.

LEAD AGENCY: Nebraska Department of Roads; Nebraska Department of Revenue; Department of Motor Vehicles

OTHER AGENCIES: Nebraska Department of Revenue; Department of Motor Vehicles; Nebraska State Auditor

MARKET: Intra-government agencies that are affected by the revenue; efficient and auditing of public record of transactions related to permitting fees

APPROACH: Utilize a Consultant and research the options and opportunities that accompany an automated system

KEY ISSUES: Computer Off The Shelf Hardware or Software; inter-operability of software

and hardware; purchasing of hardware and software; sufficient training of permitting staff; revision of State Statutes if necessary

TIME-LINE: 12-36 months

Project/Task Description: S13 Develop an Automated Daily Report System for permitting of Motor Carriers to process and deposit fees relating to permitting.

OBJECTIVE: Ability to classify, store, and retrieve daily transaction data electronically and print the results when necessary for auditing purposes.

OUTCOME: Efficient Automated Permitting Process for tracking daily transactions and transfer the fees to the proper funds.

LEAD AGENCY: Nebraska Department of Roads

OTHER AGENCIES: Department of Motor Vehicles; Nebraska Department of Revenue; Nebraska State Patrol

MARKET: Intra-government agencies that share the permitting revenue; accurate public record keeping of daily business

APPROACH: Utilize a Consultant to research the best possible use of electronic processing and auditing software and hardware

KEY ISSUES: Inter-operable hardware and software; Computer Off The Shelf Hardware or Software; lease/purchase of equipment or software; funding of equipment and software; appropriate staffing; sufficient training of permitting staff; support from administration, staff, and carriers

TIME-LINE: 12-36 months

▸ Organization and Management Approach

The cooperative approach of the ITS/CVO Working Group has allowed each agency and person responsible to take ownership of their projects and initiatives. The combined efforts and frequent communications help keep all projects on track. The ranking or projects helped everyone to see the big picture and how keeping on schedule will benefit both State Agencies and our Transportation Industry customers. Requesting information and input from the users of our services helps insure government and industry are looking at common solutions to problems we both face in the safe and efficient movement of passengers and freight.

The ITS/CVO Working Group used input from the Motor Carrier Association and private carriers via phone interviews and meetings to help decide which technologies were being used in the industry, and how best to integrate those technologies with current and planned State systems. The Motor Carrier Association and Nebraska based carriers have requested the use of WIM facilities, AVI transponders for pre-clearance credentialing, and online registration and licensing whenever possible. The use of these ITS/CVO technologies should help both the State and the carriers move their products and services safely, effectively, and efficiently to the public. The Nebraska ITS/CVO Business Plan does utilize the input from the private sector and the ITS Working Group as shown by the projects and initiatives proposed in this plan.

Stakeholders / Agency Responsible

Lead Agencies and agency contact persons. Table 12

Project/Task ID	Agency Responsible	Contact Person
FR1 - FR2	DMV MC Services	Cathy Beedle
ICO1 - ICO5	NSP CE Div	Lt. Jim Doggett
IFTA1 - IFTA4	DMV MC Services	Beth Hartley
IRP1 - IRP7	DMV MC Services	Cathy Beedle
S01 - S09	NDOR	Ron Kontos
S10 - S13	DMV MC Services	Cathy Beedle
WS1 - WS5	NSP CE Div	Doug Donscheski

Deployment Scheduling

Table 13

Project/Task ID	Start Date	End Date
FR1	07011998 (July 1998)	07011999 (July 1999)
FR2	07011998 (July 1998)	07011999 (July 1999)
ICO1	01011998 (Jan 1998)	01012000 (Jan 2000)
ICO2	01011995 (Jan 1995)	01011997 (Jan 1997)
ICO3	07011997 (July 1997)	07011999 (July 1999)
ICO4	06011997 (Jun 1997)	06011999 (Jun 1999)
ICO5	01011998 (Jan 1998)	10102000 (Oct 2000)
IFTA1	01011997 (Jan 1997)	01012000 (Jan 2000)
IFTA2	01011997 (Jan 1997)	01012000 (Jan 2000)
IFTA3	09151997 (Sep 1997)	09011998 (Sep 1998)
IFTA4	01011997 (Jan 1997)	01012000 (Jan 2000)
IRP1	05011997 (May 1997)	12311997 (Dec 1997)
IRP2	09151997 (Sep 1997)	09011998 (Sep 1998)
IRP3	07011998 (July 1998)	07011999 (July 1999)
IRP4	01011997 (Jan 1997)	01012000 (Jan 2000)
IRP5	01011997 (Jan 1997)	01011999 (Jan 1999)
IRP6	01011997 (Jan 1997)	01012000 (Jan 2000)
IRP7	09011997 (Sep 1997)	04011998 (Apr 1998)
S01	07011997 (July 1997)	01011999 (Jan 1999)
S02	07011997 (July 1997)	01011999 (Jan 1999)
S03	01011997 (Jan 1997)	01012000 (Jan 2000)
S04	07011997 (July 1997)	01012000 (Jan 2000)
S05	07011997 (July 1997)	01012000 (Jan 2000)

Project/Task ID	Start Date	End Date
S06	07011997 (July 1997)	01012000 (Jan 2000)
S07	07011997 (July 1997)	01012000 (Jan 2000)
S08	01011997 (Jan 1997)	01012000 (Jan 2000)
S09	07011997 (July 1997)	01012000 (Jan 2000)
S10	08011997 (Aug 1997)	09151997 (Sep 1997)
S11	08151997 (Aug 1997)	08011998 (Aug 1998)
S12	08011997 (Aug 1997)	09151997 (Sep 1997)
S13	08011997 (Aug 1997)	09151997 (Sep 1997)
WS1	01011997 (Jan 1997)	01011999 (Jan 1999)
WS2	10011997 (Oct 1997)	10011999 (Oct 1999)
WS3	01011998 (Jan 1998)	01012000 (Jan 2000)
WS4	01011998 (Jan 1998)	01012000 (Jan 2000)
WS5	01011998 (Jan 1998)	01012000 (Jan 2000)
WS5A	01011998 (Jan 1998)	01012000 (Jan 2000)

Project Description and Funding by Agency

NSP ITS/CVO Business Plan

Nebraska State Patrol Carrier Enforcement Division

Enforcement and Weigh Station Business Plan

Interstate 80 carries a large number of commercial vehicles each day. In 1995, the average 24 hour commercial motor vehicle traffic count on Interstate 80 was 5,000. The number of commercial vehicles operating on Nebraska's highways is projected to increase at a rate of 9.5 percent in the next five years.

Under the current weight enforcement strategy, all trucks stop at a weigh station when the scale is open. This causes unnecessary delays for legal carriers and the requirement for all trucks to exit and merge in to traffic may have a negative impact on safety. Under the current enforcement system, driver and vehicle credentials cannot be inspected without the truck stopping, either at a weigh station or a roadside spot check. Requiring all trucks to stop, whether or not they are operating legally, dilutes the effectiveness of enforcement efforts and reduces carrier productivity. Nebraska must incorporate technology into weigh station operations to maintain and enhance its present level of enforcement. Enhancements will include focusing attention on carriers with less than satisfactory safety ratings, ensuring the State of Nebraska receives revenue entitlements, and managing traffic in and around the weigh stations to ensure the safety of the motoring public.

The Nebraska State Patrol (NSP) Carrier Enforcement Division enforces all state and federal regulations relating to commercial vehicle operations throughout the state. The NSP does not believe that it can adequately enforce all the regulations with all the vehicles passing through the two fixed weigh stations at Greenwood and North Platte, Nebraska. There are several times a day that the fixed sites closed to avoid backups out onto the Interstate system. With the use of mainline screening and weighing at high speed, the NSP can avoid the backup of traffic and not delay the commercial motor vehicles unnecessarily. This process will also provide the opportunity to focus on the vehicles that need addition attention.

Vision:

Nebraska State Patrol Carrier Enforcement Division

"Trucks and buses will move safely and freely throughout Nebraska and North America assisted by advanced technology".

The NSP envisions that an electronic screening system will accomplish this vision in the following manner. As a commercial vehicle travels Nebraska's highways, the vehicle will not be required to cross fixed weigh stations. As an Automatic Vehicle Identification (AVI) equipped vehicle approaches the weigh station, a mainline AVI reader scans the vehicle, looking for a unique identifier which will then trigger the system. The reader will pass the identifier through the infrastructure to the State of Nebraska Frame Relay Wide Area Network at 1.54 megabytes per second for carrier information. A search is conducted through the files

maintained by the Nebraska Department of Roads for oversize and overweight (OS/OW) permits, Department of Motor Vehicles, Motor Carrier Services Division for International Registration Plan (IRP), International Fuel Tax Agreement (IFTA), Single State Registration (SSR) and the Nebraska State Patrol , Carrier Enforcement Division for previous carrier inspection information through the SAFETYNET System. At the same time, the vehicle will cross a Weigh-in-Motion Scale (WIM) at highway speeds. The WIM determines the configuration of the vehicle, as well as compliance with size and weight regulations, side to side unbalanced loading, and determine if the vehicle missed a portion of the WIM scale. If the system determines that the carrier has the necessary credentials, has an acceptable safety rating and is in compliance with the size and weight regulations, the vehicle will be cleared to pass the fixed weigh station.

If the system determines the carrier's credentials are not in order, or the vehicle is in violation of the size and weight regulations, the vehicle will be directed into the fixed weigh station. The vehicles's transponder will alert the driver and enforcement personnel by audible tone and/or signal if the vehicle can by-pass the weigh station, or must exit to pull through the weigh station. The system will randomly select commercial vehicles for a one-on-one officer/driver interview including the possibility of a safety inspection. The deceleration ramp of the weigh station will be equipped with a medium speed WIM and AVI reader to verify the weights from the mainline WIM and confirm the proper identification of the vehicle. Additional AVI compliance readers would be installed to insure that the vehicle in question proceeds through the facility as instructed via traffic signals. If the vehicle is in the wrong lane and fails to comply with the system, an alarm would be sounded inside the weigh station.

Nebraska is an excellent candidate for an Electronic Screening System due to the acceptance of the program by both the carriers and the state agencies involved in the operation of the existing facilities. With this technology available, we will be able to properly police the industry. It will provide the data needed by the inspector to make intelligent choices on which vehicles need inspections, are overweight, or have proper credentials to do business in Nebraska. No institutional barriers exist at this time to the promotion of this program, however funding and technical issues will require further discussion.

Current Enforcement

Size, weight, load, registration and safety enforcement is the responsibility of the NSP's, Carrier Enforcement Division. Vehicles may be checked for size, weight, load, registration and safety at fixed sites located throughout the state, or by portable units. The Carrier Enforcement Division conducts vehicle and driver inspections according to the North American Driver/Vehicle Inspection Standards. Enforcement personnel have full authority of peace officers which includes placing drivers/vehicles out of service for certain driver or vehicle safety violations, or for operating without the proper credentials.

The NSP Carrier Enforcement Division (CED) is comprised of 9 Fixed sites and 16 Portable units, 78 officers and 33 pen-based inspection computers. The CED administers the Motor Carrier Safety Assistance Program (MCSAP). The CED has been involved in the

MCSAP 100/200 site project implemented by the Federal Highway Administration which has enhanced the enforcement of the Federal Motor Carrier Safety/Hazardous Material Regulations. The use of pen-based computers has minimized the uploading of inspection data to Washington D.C. from approximately 30 days to within 35 hours or less.

The CED's fixed sites and portable units have access to both vehicle, driver licenses and Commercial Drivers License (CDL) through CDLIS records. The fixed sites are linked by a Wide Area Network (WAN) and telecommunication systems to the National Law Enforcement Teletype System (NLETS). This system is used to conduct vehicle and/or driver license checks on each vehicle stopped. The portable units conduct the same checks and have access to the same information by radio transmission through each troop area dispatch center.

The CED currently has a SAFETYNET Local Area Network (LAN) system within CED's headquarters. Through the MCSAP 100/200 site project, the state plans on upgrading all fixed sites with new desktop computers, which will be linked to the SAFETYNET System. The SAFETYNET System permits the officers to access SAFETYNET, Micro Census, Carrier Search, Motor Carrier Regulation Information System (MCREGIS), Inspection Selection System (ISS) and the Safety and Fitness Electronic Records (SAFER) System. The portable and fixed units are equipped with pen based computers using the ASPEN software on laptop computers which allows inspection data to be uploaded to SAFETYNET. Both the fixed and portable units use the ISS software as a tool to determine which carriers should be inspected based on current compliance data. Future plans are to install MCREGIS and the SAFER system to aid the carrier officers with current regulatory and carrier data.

The NSP will be improving the Enforcement and Weigh Station Program over the coming years through the implementation of this business plan.

Goal of Enforcement and Weigh Station Program:

❖ Ensure the safe and legal operation of both inter- and intrastate commercial vehicles operating within and through the state of Nebraska.

Objectives of Enforcement and Weigh Station Program:

❖ Decrease the number of legal commercial vehicles required to exit the highway system at fixed weigh stations.

❖ Focus enforcement efforts on carriers with less than satisfactory safety ratings.

Short Term Action Items (1 to 2 years)

(North Platte Eastbound I-80 Weigh Station, Greenwood Westbound and Eastbound I-80 Weigh Stations)

Weigh Station .1 (WS.1) Research equipment and technology elements and select technologies needed to accomplish objectives by site visits, and vendor presentations. At a minimum, include research of the following elements:

- ❖ Transponders
- ❖ AVI Readers
- ❖ Toll Tag and Readers
- ❖ License Plate Readers
- ❖ Vehicle Dimension Detection
- ❖ Automated Braking Systems Diagnostic Analyzers

WS.2) Begin working with WIM vendors to incorporate the AVI technologies into the industrial computers that gather vehicle weight data and classify vehicles.

WS.3) Implement CVO electronic screening for mainline and ramp operations through applications of the ITS technologies as selected in WS.1.

WS.4) Connect to the State of Nebraska Frame Relay Wide Area Network at 1.54 megabytes per second to facilitate data exchange.

WS.5) Creation of the appropriate carrier databases using the Ridge program and the development of a intrastate carrier database.

Medium Term Action Items (3 to 5 years)

(Nebraska City, and North Platte Westbound I-80 Weigh Station)

❖ Install WIM and AVI equipment with electronic screening capabilities as funding permits.

❖ Upgrade 3 weigh stations with electronic screening capabilities as funding permits Greenwood West Bound, Greenwood East Bound, and North Platte East Bound (GWWB, GWEB, and NPEB).

❖ Upgrade SAFETYNET with electronic data exchange with Nebraska Frame Relay WAN System.

Long Term Action Items (after 5 years)

(Fremont, Hebron, and Portable Units)

❖ Install WIM and AVI equipment at Fremont with electronic screening capabilities as

funding permits.

❖ Upgrade remaining weigh station with electronic screening capabilities as funding permits.

❖ Incorporate WIM and electronic screening capabilities with the portable units as funding permits.

Proposed Funding for Carrier Enforcement Actions

Table 14

Actions	***Estimated Cost***	***Proposed Funding Source***
WS.1) Research Equipment and Technology	$10,000	Existing Programs
WS.2) Work with WIM Vendors to incorporate AVI Technologies	$ 5,000	Existing Programs
WS.3) Implement CVO Electronic Screening for Mainline and Ramp Operations	$2,550,000	State/w Federal
WS.4) Connect Nebraska Frame Relay WAN for Statewide Data Exchange	$40,000	State/w Federal
WS.5) Create Carrier Databases using Ridge Program including development of a intrastate carrier database	$135,000 $ 40,000/yr maintenance	State/w Federal
Total	**$2,780,000**	

Intrastate Motor Carrier Safety Compliance ITS/CVO Business Plan
General Goals:

To reduce highway accidents, serious injuries, hazardous materials incidents and deaths, making Nebraska highways safer for the motoring public; to reduce the risk of preventable accidents and to initiate, notify, and/or change managerial behavior of targeted carriers. This is to ensure compliance with the federal motor carrier safety regulations and the hazardous materials regulations as adopted by the State of Nebraska. Using this system the Nebraska State Patrol Carrier Enforcement Compliance Review Program is attempting to achieve a higher degree of control of noncompliance activities and accident/incident reduction with a better use of staff and Carrier Enforcement Officers.

Objectives:

❖ To develop a system similar to the Federal Office of Motor Carriers which will identify intrastate motor carriers that have high Selective Compliance Enforcement (SCE) scores. Use the system to establish a criteria by which carriers in noncompliance would be selected for a compliance audit and prioritize this criteria to aid the selection process to establish the critical and acute carriers.

❖ Target carriers who will receive personal contacts by officers for a review of all records pertaining to part 49-CFR 382, 383, 385, 387, 390, 391, 392, 393, 395, 396, 397, 177 and appropriate state laws relating to safety. Verify of all records, comparing the Carrier Enforcement carrier file with the actual carrier records, (accidents, fatalities, formal complaints, drug and alcohol violations, hours of service violations, etcetera). Obtain accurate carrier mileage and calculate the carriers accident rate per million miles.

❖ Develop a system similar to the Federal Office of Motor Carriers which will identify and track intrastate carriers. This would be accomplished by assigning each individual carrier a unique number, which would be compatible with the Federal USDOT number.

❖ Develop software which would be compatible with Federal Interstate Compliance Review programs. Ensure that the developed software rates intrastate as well as interstate carriers, and that it recognizes, compiles and interjects all intrastate regulations into the formulas.

Short Term Action Items (1 to 2 years)

ICO.1) Develop and Implement system for identifying and selecting intrastate motor carriers for a compliance audit.

ICO.2) Develop and Implement system for compiling data which would generate a compliance review.

ICO.3) Develop and Implement a computer system software to track various carriers using

data elements that are Compatible with the Federal USDOT #'s.

ICO.4) Develop software for Intrastate carriers which would be compatible with the Federal Compliance Review programs.

ICO.5) Perform Compliance Reviews on identified intrastate motor carriers.

Medium Term Action Items (3 to 5 years)

❖ Upgrades of all software for Intrastate carriers.

Proposed Funding for Intrastate Compliance Actions

Table 15

Objective Identifier	***Objective Description***	***Estimated Costs***	***Proposed Funding Source***
ICO (1)	Develop and Implement system for identifying and selecting intrastate motor carriers for a compliance audit	$10,000	Existing programs (Including support from Region, State, and Federal.
ICO (2)	Develop and Implement system for compiling data which would generate a compliance review.	$20.000	State with Federal support.
ICO (3)	Develop and Implement a system to track identify intrastate motor carriers. (Compatible to the Federal USDOT #'s)	$40,000	State with Federal support.
ICO (4)	Develop software for Intrastate carriers which would be compatible with the Federal Compliance Review Programs.	$20,000	State with Federal support.
ICO (1-5)	Perform Compliance Reviews on identified intrastate motor carriers.	$100,000	Existing programs (Including support from Region, State, and Federal)
	Total	**$190,000**	

Oversize/Overweight (OS/OW) Business Plan

Goals of Oversize / Overweight Goals:

Promote commerce and economic development by allowing the safe movement of overweight or over dimension loads.

Provide high quality of customer service to carriers requesting oversize and overweight special permits in a timely and accurate manner.

Objectives:

❖ Enhance the oversize and overweight permit evaluation process by using ITS technologies to exchange information among agencies for improved response to customer service requests.

❖ Continue to nurture public relations by improving service levels through the use of electronic communication among commercial vehicle credentialing agencies, the Federal Highway Administration and the Nebraska Motor Carriers Association.

❖ Improve travel continuity among states for commercial motor vehicles with respect to oversize and overweight permits.

❖ Issue oversize and overweight permits for routing that will help achieve traffic management goals and benefit the motor carrier industry.

❖ Be more flexible and responsive to customer needs in transporting overweight loads.

Short Term Action Items (1 to 2 years)

S.1) Continued use of the OS/OW component of the Electronic One Stop Shopping pilot project element after the two year pilot test period ends in July, 1998.

S.2) Implement an automated route system for OS/OW permit evaluations and issuance of the permit. Include the following elements:

a) Design database with bridge capacity, roadway width, traffic volume, and vertical clearances to allow the system to search electronically for the most viable route of travel for oversize and overweight loads.

b) Purchase hardware and software for electronic generation and transmittal of maps showing the designated route for OS/OW permits that have been issued.

S.3) Join the Association of State Highway and Transportation Officials (AASHTO)'s "Multi State" permit program to provide a single routine uniform mechanism for processing Multi-State single trip permits in order to improve travel continuity among states.

S.4) Upgrade hardware of the current computer system, (nine terminals with PC's) to improve response time for issuing oversize / overweight permits.

S.5) Review staffing requirements of the oversize / overweight permit agency staff and determine the skills needed for duties of issuing permits through ITS/CVO applications.

S.6) Add modem-equipped toll free lines to support electronic applications for oversize / overweight permits in a manner that improves efficiency and copes with volume increase.

S.7) Install an electronic hardware and software interface with NSP in order to monitor the oversize / overweight permits at roadside locations and to ensure compliance with state statutes.

S.8) Revise OS/OW permit regulations to increase the allowable gross weight under permit and revise the requirements for axle configurations.

S.9) Revise existing permit software to incorporate revisions of weights and axle configurations.

S.10) Create and implement an automated system for the issuance of Conditional Safety Permits within the Department of Motor Vehicles Division of Motor Carriers.

S.11) Revise and implement Department of Roads Rules and Regulations to issue one Conditional Safety Permit for the entire duration of the permit instead of one permit for each 10 day increment.

S(12) Automate the permits weekly and monthly deposit reports.

S(13) Automate the daily record of permits issued for each day.

Medium Term Action Items (3 to 5 years)

❖ Define deployment costs for hardware and software needed to totally automate the oversize / overweight permit process, i.e., routing, roadway management data, emergency / temporary movement restrictions, etc.

❖ Implement software system to provide absolute intrastate agency communication interfaces based on CVISN and related concepts.

❖ Promote the existing application process to the motor carrier industry and enhance the

existing operation.

Long Term Action Items (over 5 years)

❖ Expand the oversize/overweight special permit operation to encompass all motor vehicle operations needs applicable to NSP and DMV operations, i.e., oversize/overweight permits, all state agency credential funds transfer, etc.

❖ Enhance the automated routing system to detail roadway and structure conditions, such as interchange configurations, emergency road conditions (such as flooding, snow and ice conditions, etc.) and temporary construction restrictions with capability of access to all interested parties.

❖ Define a system to make a self-issuing permit operation for certain envelope vehicles and loads whereby through artificial intelligence the permits could be issued on a 24-hour basis.

Ongoing Action Items

❖ Continue organizing uniformity projects throughout the Mississippi Valley Region states among permit officials by meetings and conference calls.

❖ Continue participation in seminars with the Motor Carriers Association to further educate motor carriers of vehicle, departmental, and statutes changes.

❖ Continue to schedule public speaking and informative workshops with the Motor Carrier Association, Associated General Contractors, Manufactured Housing Association, Land Improvement Contractors, and other organizations of surface transportation.

❖ Continue attending private industry symposiums such as the Specialized Carriers and Riggers Association. Participate in programs for motor carrier educational purposes to get state reports on uniformity actions from year to year.

❖ Continue to participate with the ITS/Coordination Team headed by the Federal Highway Administration at division and regional levels.

❖ Continue NSP AND DMV's participation in Highway Reciprocity Commission's meetings to address small motor carrier concerns in the IFTA/IRP arena and support their program and functions.

Proposed Funding for OS/OW Actions

Table 16

Proposed Funding for Oversize / Overweight Business Plan			
Oversize / Overweight Action		***Estimated Cost***	***Proposed Funding Source***
S.1) ***	Implement OS/OW component of the One Stop pilot project	$30,000	Department of Roads (DOR)
S.2)	Implement an automated route system a) Database for route selection b) Electronic generation and transmittal of maps	$300,000	DOR
S.3)	Join AASHTO's "Multi-State" permit program	$5,000	DOR
S.4)	Upgrade hardware of current computer system	$40,000	DOR
S.5)	Add staff identified during review of skills needed	NA	DOR
S.6)	Install and operate additional toll free line for modem connections for electronic applications	$24,000	DOR
S.7)	Install electronic interface with NSP for monitoring OS/OW permits	$5,000	DOR
S.8)	Revise OS/OW permit regulations for allowable gross weight	$5,000	DOR
S.9)	Revise permit software to incorporate revisions of weights and axle configurations	$200,000	DOR
S.10)	Automates System for conditional permits.	$36,000	Federal Funds
S.11)	Revise Rules and Regulations for conditional permits.	NA	DOR & DMV
S.12)	Automate weekly & monthly permit deposit report.	Part of #S.10	Federal Funds
S.13)	Automate daily permit report.	Part of #S.10	Federal Funds
***	Indicate annual expense		$30,000 Annually
	TOTAL	**$645,000**	

International Registration Plan (IRP) Business Plan

The Nebraska Department of Motor Vehicles administers all IRP functions and is funded by the Highway Trust Fund (HTF) and actively applies the following mission statement of the Department of Motor Vehicles:

Mission Statement of Nebraska Department of Motor Vehicles:

The mission of the Department of Motor Vehicles is to ensure to the public that the licensing and safety needs of both the driver and the vehicle shall be met as mandated by state statute.

We shall provide efficient and effective service. This service shall be done with patience and understanding. We shall conduct ourselves in a professional and responsive manner.

We take pride in our ability to assist the public, create an awareness for safe driving, provide timely answers to the public's questions, and listen to the public's needs and concerns.

IRP Goal:

❖ Administer and enforce the laws relating to all interstate commercial motor vehicle registration with efficiency and fairness.

IRP Objectives:

❖ Streamline operation to process registration renewals within three weeks and supplemental applications within five working days.

❖ Identify analyze, and evaluate the benefits and impacts of implementing a staggered registration cycle for IRP renewal.

❖ Identify, analyze, and evaluate the benefits and impacts of an electronic method of obtaining and processing registration credentials. Use enhanced technologies and information systems to help exchange data electronically with industry, member jurisdictions, and other related organizations.

❖ Continue to improve customer relations by keeping up-to-date on all requirements and regulations with member jurisdictions and government agencies.

❖ Interface with the IRP Clearinghouse.

Short Term Action Items (1 to 2 years)

IRP.1) Redefine employees duties and processing procedures as a result of changes and

evaluation resulting from the use the AS/400 based IRP system.

IRP.2) Develop and implement methods to allow the following functions to take place using an Electronic Data Interchange (EDI):

a) Sending and receiving registration applications from motor carriers;
b) Nebraska agencies to receive, process, send, and transfer invoices for registration.
c) Commercial vehicle enforcement agencies to access and verify registration credentials.

IRP.3) Define the necessary software for computer programming necessary to connect the state's interfaces and existing systems.

IRP.4) Continue participation in and travel to IRP workshops to ensure compliance with the base state agreement.

IRP.5) Continued participation in the IRP Clearinghouse (based on current knowledge) within the realm of Nebraska statutes.

IRP.6) Continued Enhancement of the AS/400 IRP one stop system.

IRP.7) Develop a staggered registration task force comprised of NSP, DMV, Central Data Procession (CDP), and industry.

Medium Term Action Items (3 to 5 years)

❖ Upon successful development and implementation of software, use EDI methods to process registration credentials within the same working day.

❖ Provide data to the IRP Clearinghouse staff to oversee and administer the program's scope and functions upon commencement of the project.

Proposed Funding for IRP Actions

Table 17

Proposed Funding for IRP Business Plan			
IRP Action		***Estimated Cost***	***Proposed Funding Source***
IRP.1)	Redefine duties and procedures in IRP	NA	
IRP.2)	Develop and implement EDI methods for IRP functions	$50,000	HTF & Federal Funds
IRP.3)	Define software needs for connections to statewide systems	NA	

Proposed Funding for IRP Business Plan			
IRP.4)	Participation in IRP Workshops	$3,000	HTF & Federal Funds
IRP.5)	Implement IRP elements of One Stop project	$50,000	HTF & Federal Funds
IRP.6)	Continued enhancement of AS/400 IRP one stop system	$7,000 /yr	DMV normal IS system maintenance budget
IRP.7)	Organize a Staggered Registration Task Force	NA	
	Total	**$110,000**	

IFTA Business Plan

IFTA Goals:

Streamline, administer, and serve the motor carrier industry by issuing yearly fuel tax credentials and processing quarterly fuel tax reports with efficiency and fairness.

IFTA Objectives:

❖ Distribute fuel taxes to the appropriate member jurisdiction by Electronic Data Interchange (EDI) or Electronic Funds Transfer (EFT) method.

❖ Identify, analyze, and evaluate the benefits and impact of an electronic method of filing quarterly fuel tax reports.

❖ Use enhanced technologies and information systems to help with exchange of data electronically.

❖ Continue to improve customer relations by keeping up-to-date on all requirements and regulations with member jurisdictions and government agencies.

❖ Interface with the IFTA Clearinghouse.

Actions for IFTA Program and Schedule:
Short Term Action Items (1 to 2 years)

IFTA.1) Process the quarterly returns and distribute the funds based on the figures provided on the quarterly fuel tax reports filed by the licensed carriers. (Part of the final development of the Nebraska IFTA software application.

IFTA.2) Participate in IFTA workshops to insure compliance with the base state agreement.

IFTA.3) Develop and implement methods to allow the following functions to take place using the EDI elements of the One-Stop pilot project:

a) Motor carriers send and receive fuel tax applications;
b) State agencies to receive, process, send, and transfer fuel tax credential data;
c) Commercial vehicle enforcement agencies to access and verify fuel tax credentials;
d) System security functions which limit access and response to information requests according to the type of information and identity of the requester.

IFTA.4) Continue to demonstrate willingness to participate with IFTA Clearinghouse (based on current knowledge) within the realm of Nebraska statutes.

IFTA.5) Continued Enhancement of the AS/400 IRP one stop IFTA system.

Proposed Funding for IFTA Actions

Table 18

Proposed Funding for IFTA Business Plan			
IFTA Action		***Estimated Cost***	***Proposed Funding Source***
IFTA.1)	Process the quarterly returns and distribute the funds	$50,000	Existing Programs
IFTA.2)	Travel to IFTA Workshops	$7,000	Highway Trust Funds
IFTA.3)	Develop and implement EDI methods for IFTA functions	$50,000	Highway Trust Funds
IFTA.4)	Continued enhancement of AS/400 IFTA one stop system	$8,000 /yr	DMV normal IS system maintenance budget
	TOTAL	**$ 115,000**	

Financial Responsibility Business Plan

Mission:

The mission of the Department of Motor Vehicles is to create a regulatory environment that promotes a safe, economical, and efficient motor carrier transportation system to protect the public's interest. Financial responsibility is key to ensuring that motor carriers operate in and through the state in a manner that ensures that the public is protected.

Goals:

❖ Provide effective state monitoring and regulations of commercial carrier transportation service in order to assure that transportation service will be supplied in a safe manner at all times.

Objectives:

❖ Monitor financial responsibility of identified intrastate and interstate motor carriers.

❖ Integrate financial responsibility data with enforcement databases of other states and federal agencies.

❖ Accomplish monitoring of financial responsibility in a simple manner and electronically.

❖ Monitor Federal Activity in SSRS rule making and be a strong voice in advocating positive changes for the benefit of both the state and the carriers.

Short Term Action Items (1 to 2 years)

FR.1) Receive and collect regulation interstate registration and financial responsibility information from motor carriers and their insurance companies electronically.

FR.2) Write computer programs to receive and transmit data for interstate carriers between motor carriers, the state, federal agencies, and other state entities and establish communications network so that this information is available at the weigh stations for motor carrier identification and insurance compliance checks.

Medium Term Action Items (3 to 5 years)

❖ Receive and collect regulation intrastate and interstate-exempt financial responsibility information electronically along with the interstate information developed under short term.

Proposed Funding for Financial Responsibility Actions

Table 19

Proposed Funding for Financial Responsibility Business Plan			
Financial Responsibility Actions		***Estimated Cost***	***Proposed Funding Source***
FR.1)	Receive and collect regulation interstate registration and financial responsibility information electronically	(See IRP #2) $50,000	HTF & Federal Funds
FR.2)	Write computer programs and establish communications network to receive and transmit all financial responsibility data for interstate carriers	Will be determined by federal standards mandated by FHWA	Depending if mandated by Legislation and funded by FHWA
	Total	**$50,000**	

Costs, Funding Source

Projects and Action Items of the Nebraska ITS/CVO Business Plan
Proposed Funding from Existing Sources or Public/Private Funds
Projects Listed by Agency Divisions

Interstate Registration Plan IRP Table 20

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
IRP3	Define Software needs for connections to statewide systems	NA	NA
IRP4	Participate in IRP Workshops	$3,000	Highway Trust Fund & Federal Funds
IRP6	System maintenance of AS/400 IRP system	$8,000/yr	Normal DMV IS maintenance budget

Table 21

International Fuel Tax Agreement IFTA

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
IFTA1	Process the quarterly returns and distribute the funds	$50,000	Existing Programs
IFTA2	Participate in IFTA Workshops	$7,000	Highway Trust Fund & Federal Funds
IFTA4	Continued enhancement of AS/400 IFTA One-Stop system	$8,000/yr	Normal DMV IS maintenance budget

Table 22

Weigh Station and Motor Carrier Enforcement

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
WS1	Research equipment and AVI technology elements	$10,000	Existing Programs
WS2	Work with WIM vendors to incorporate use of AVI technologies	$5,000	Existing Programs

Intrastate Motor Carrier Safety Compliance Table 23

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
ICO1	Develop and implement system for identifying intrastate motor carriers with high SCE scores	$10,000	Existing programs (including support from Region, State, and Federal Funds)
ICO2	Implement system for identifying and selecting intrastate motor carriers for an compliance audit	$20,000	State & Federal Funds
ICO3	Develop and implement a system to track and identify intrastate motor carriers (Compatible with USDOT#'s)	$40,000	State & Federal Funds
ICO4	Develop software for intrastate carriers which would be compatible with the Federal Compliance Review Programs	$20,000	Stare & Federal Funds
ICO5	Perform Compliance Reviews on intrastate motor carriers identified by the system	$100,000	Existing programs (including support from Region, State, and Federal Funds)

Oversize / Overweight Permits Table 24

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
S3	Research AASHTO's "Multi-State" Permit Program	$5,000	NDOR
S5	Add staff identified during review of permitting skills needed	NA	NDOR
S7	Install electronic interface with NSP for monitoring OS/OW permits	$5,000	NDOR
S8	Revise OS/OW permit regulations for allowable gross weight	$5,000	NDOR
S9	Revise permit software to incorporate revisions of weights and axle configurations	$200,000	NDOR

Financial Responsibility FR Table 25

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
FR1	Receive and collect regulation interstate registration and financial responsibility information electronically	$50,000	Highway Trust Fund & Federal Funding

Total of projects with funding from existing sources Table 26

Total # of Projects/ Tasks			
19	**Total**	**$338,000**	

Projects and Action Items of the Nebraska ITS/CVO Business Plan
Proposed Funding from State with Federal Participation
Projects Listed by Agency Divisions

Weigh Station and Motor Carrier Enforcement Table 27

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
WS3	Implement CVO electronic screening for mainline and ramp operations at 4 interstate weigh stations	$2,550,000	State & Federal Funds
WS4	Connect to the Nebraska Frame Relay WAN for Statewide Data Exchange	$40,000	State & Federal Funds
WS5	Create Carrier Databases using Ridge Program including development of a intrastate carrier database	$135,000 $40,000/yr maintenance	State & Federal Funds

International Fuel Tax Agreement IFTA Table 28

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
IFTA3	Develop and implement EDI methods for IFTA functions	$50,000	Highway Trust Fund & Federal Funds

Interstate Registration Plan IRP Table 29

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
IRP1	Redefine duties and procedures in IRP	NA	NA
IRP2	Develop and implement EDI methods for IRP functions	$50,000	Highway Trust Fund & Federal Funds
IRP5	Implement IRP elements of One-Stop pilot project	$50,000	Highway Trust Fund & Federal Funds
IRP7	Organize a Staggered Registration IRP Task force	NA	NA

Oversize / Overweight Permits Table 30

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
S1	implement OS/OW component of the One-Stop pilot project	$30,000	NDOR
S2	Implement and automate route system that includes a)Database for route selection & b)Electronic generation and transmittal of maps	$300,000	NDOR
S4	Upgrade hardware of current computer system	$40,000	NDOR
S6	Install and operate additional toll free line for modem connections for electronic permit applications	$24,000	NDOR
S10	Automated system for conditional permits	$36,000	Federal Funding
S11	Revise Rules and Regulations for conditional permits	NA	NA
S12	Automate weekly & monthly permit deposit report	Part of #S10	Federal Funding

Financial Responsibility FR Table 31

Project/ Task ID	Action / Description	Estimated Cost	Proposed Funding Source
FR2	Develop computer programs and establish communication network to receive and transmit financial responsibility data for interstate carriers	Mandated FHWA standards will determine cost	State or Federal Funding depending on how the funding formula is legislated

Total of projects/tasks funded by State and Federal sources Table 32

Total # of Projects/ Tasks			
16	**Total**	**$3,345,000**	

Grand Total of all Funding Table 33

Total of Funding from existing normal/current sources	**$3,345,000**
Total of Funding of State & Federal project initiatives	**338,000**
Grand Total of all ITS/CVO Project initiatives	**$3,683,000**

Appendix 1
Nebraska ITS/CVO Plan

Gant Chart

Appendix 2
ITS/CVO
ATA Benefit/Cost Analysis
Executive Summary

Appendix 3
Nebraska ITS/CVO Plan

Carrier Survey

▸ Contact Names

Nebraska's State Agency Department Directors
Nebraska's ITS/CVO Working Group
Carrier Organization and Carrier Industry Representatives

Nebraska Department of Motor Vehicles: 402-471-3900 FAX 402-471-9594
301 Centennial Mall South
Lincoln, NE 68509-4789

Alvin Abramson
Director Nebraska DMV

Keith Dey
Information Systems Manager

Joe Botsford
Project Leader

Cathy Beedle Administrator
Motor Carrier Services

Beth Hartley
IFTA Manager

Paul Cockson
OS/OW Permits

Nebraska Department of Roads: 402-471-4567 FAX 402-479-4325
1500 Nebraska Highway 2
Lincoln, NE 68509-4759

Allan Abbott
Director Nebraska DOR

Jim Pearson
Assistant to the Director

Jim McGee
ITS/CVO Contact

Ron Kontos
OS/OW Permits

Dalyce Ronnau
Safety Engineer

Nebraska State Patrol: 402-471-4545 FAX 402-471-3295
P.O. Box 94907
Lincoln, NE 68509-4907

Lt. Col. Michael Behm Lt. Jim Doggett Doug Donscheski Nebraska State Patrol Carrier Enforcement MCSAP Coordinator

Maj. Brian Tuma
ITS/CVO Contact

Nebraska Motor Carrier Association: 402-476-8504 FAX 402-476-0579
1701 K
Lincoln, NE 68508

Bud Cuca
Executive Director

Nebraska Motor Carriers Surveyed concerning ITS/CVO Issues

Werner Enterprises
Diana Davis
Logs & Prorate Supervisor
14507 Frontier Road
Omaha, NE 68138
402-895-6640

JTI
George Akerson
Vice President Administration
201 Southwest 27th St.
Lincoln, NE 68522
402-474-6621

Wheeler Transport
Jerry Noel
President
P.O. Box 24248
Omaha, NE 68124
402-331-1600

Cornhusker Motor Lines
Tom Trout
Director of Operations
10203 So 152nd St
Omaha, NE 68138
402-895-7211

Federal Highway Administration: 402-437-5986 **FAX 402-437-5146**
100 Centennial Mall N.
Room 220
Lincoln, NE 68508

Charles Langloss
State Director
402-437-5986

Elyse Mueller
Safety Specialist
402-437-5983